

The Hongkong Telegraph

(ESTABLISHED 1881.)

Copyright, 1914 by the Proprietor.

June 17, 1914. Temperature 6 a.m. 83, 2 p.m. 85.
Humidity 79 75

June 17, 1913. Temperature 6 a.m. 80 p.m. 88
Humidity 50 38

WEATHER FORECAST
FINE
Barometer 29.84

2825 晚四十二月五年寅甲

WEDNESDAY, JUNE 17, 1914.

三拜禮 號七拾月大英曆舊

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TELEGRAMS.

INTERNATIONAL POLO.

ENGLAND WINS RUBBER.

[Reuter's Service To "The Telegraph."]
London, Received June 17.
In the second polo test match England won by four goals to three and one-quarter. England thus wins the rubber.

Later.

The corrected score is four to two and three-quarters.

FRENCH POLITICS.

CONFIDENCE IN NEW MINISTRY.

London, Received June 17.
Reuter's Paris correspondent states that the Chamber has passed a vote of confidence in the new Ministry by 370 votes to 137.

The new Ministry's declaration says its first act will be to pass the Loan and introduce a graduated Income Tax on the Budget. The Three Years' Service Law will strictly be enforced until the Government is able to propose a partial lightening of the military burdens.

Nearing the Palace.

Reuter's correspondent at Darazzo states that the rebels were to-day within a thousand yards of the Palace.

Rebels Withdraw.

A message from Darazzo at noon states that as a result of the arrival of reinforcements, the rebels have withdrawn along the whole line.

Must be Tested.

Later.

Reuter's Paris correspondent states that M. Viviani, the Premier, replying to the debate, said the youth of the country must be tested in the field and at the butts. Till this was done the period of service in the Regular Army could not be curtailed.

EMPRESS DISASTER.

ENQUIRY OPENS.

London, Received June 17.

Reuter's correspondent at Quebec states that the enquiry into the sinking of the Empress of Ireland has opened there.

DAUGHTER OF AMERICAN NAVY.

English Girl's Romantic Story.

Two young ladies have been privileged to receive a letter such as the following:—

The Secretary of the Navy,
Washington.
April 10, 1914.

My dear Miss Wright:

Knowing that you sang the requiem for the dead of the U. S. S. Maine at the services recently held in Havana, I wish to take this means of expressing to you the heartfelt thanks and appreciation of the Navy for this kindness. By this evidence of your interest, I feel that I may now count you as one of Our Navy.

With kindest regards and every good wishes, believe me to be,
Sincerely Yours,
Josephus Daniel.

Miss Cecilia Wright,
Keith's Theatre.

TELEGRAMS.

HOME RACING.

ASCOT STAKES RESULT.

[Reuter's Service To "The Telegraph."]
London, Received June 17.
The race for the Ascot Stakes, over a distance of about two miles, resulted as follows:—

Mr. J. A. de Rothschild's Broadwood 1.
Mr. H. Brashwood's Asparagus 2.
Mr. H. Crallan's The Guller 3.

There were 24 starters; won by a neck, two lengths separating second and third.
The betting was:—25 to 1 against Broadwood; 25 to 1 against Asparagus; 10 to 1 against The Guller.

[Broadwood, a four year old bay colt by Voter out of Wild Thyme, was out three times last year, but did nothing better than third in the Ashton Plate at Haydock Park. Pratt is the trainer.

Asparagus, a five year old chestnut colt by Littleton out of Nata, a madeline app. races last year, winning the Madeley Plate at Wolverhampton and the Club Plate at Haydock, running second in both the Slough Four Year Old Plate at Windsor and the Rothschild Plate at Manchester, and being five times unplaced. He is trained by Osborn.

[The Guller, by The Gull out of Lady Teazle, was out seven times last year, securing two wins—the Stockton Spring Handicap and the Chester Cup—and a third, being four times unplaced. He ran third in the Manchester Cup last month.]

Royal Hunt Cup.

The betting for the Royal Hunt Cup, to be run to-day, is as follows:—

10 to 1 against Bluestone.
100 to 8 against Drimore.
15 to 1 against Jameson.
100 to 6 against Honeywood.
22 to 1 against Santair.
22 to 1 against Outram.
25 to 1 against Lie Abed.
28 to 1 against Aldegond.

The probable starters and jockeys for the National Hunt Cup are:—The Curragh (Clark), Bluestone (Donoghue), Jarnac II (Bullock), Drimore (Oshesire), Aldegond (Piper), Braxted (Crisp), Berilldon (Fox), Santair (Martin), Pree (Cooper), Aiglon (Foy), Bonbon Rose (Robbins), Outram (R. Stokes), Mohacz (Waggett), Castleton (W. Huxley), Flippert (E. Huxley), Sands of Time (Ladson), Outburt (Buckley), Jameson (Spear), Yantung Pegasus (Proust), Wise Mac (McKenna), Amosador (Wing), Talana Hill (Bensley), Honeywood (Plant), Lie Abed (Robertson), Paulhan (Dick), Bagler (Herbert). Subaltern and Bore are at the moment without jockeys.

Washington, D. C.

But the letter is made further valuable by the following additions:—

"I am very glad to endorse this and to extend to Miss Wright my warmest good wishes. Woodrow Wilson."

"I concur with Secretary Daniels in above expression of appreciation of Miss Wright services. Yours truly
William Jennings Bryan."

Concerning Miss Cecilia Wright the World Magazine, New York, says:—

If Cecilia Manuela Wright were an American girl there is little doubt that she would be called "The Daughter of the Navy." As it happens, she is a loyal subject of King George, so our naval officers speak of her as their "adopted daughter." When the navy has a daughter—even an adopted daughter—it is very proud of her, and Cecilia Manuela Wright is no exception to this rule.

TELEGRAMS.

HOME RULE.

GOVERNMENT DENOUNCED.

[Reuter's Service To "The Telegraph."]

London, Received June 17.

The House of Lords was crowded when Lord Lansdowne moved the vote of censure on the Government for delay in producing the Amending Home Rule Bill. He stated that he doubted the use of secret conversations and denounced the Government for being impervious to argument but was now frightened. There had been government by wirepullers and tacticians, not by Parliament. He emphasised that if the Amending Bill merely contained the old proposals there was little likelihood that the House of Lords would accept it, but if the Government produced a Bill preventing civil war, and having the general support of its own followers, then the Unionists would pass the second reading and consider it in Committee. Yet, whatever happened, the Opposition remained unabatedly and irreconcilably opposed to Home Rule—(Cheers).

Lord Crowe declared that the delay in producing the Bill was due solely to the Government's hope that an agreement would be reached.

Replying to Lord Milner, Lord Crowe said there had been communications with Sir Edward Carson during the holidays. There had also been other communications, but he (Lord Crowe) indicated that he relied much on the debates on the Amending Bill to produce a measure in form which would receive general acquiescence. The Government's abstention from interference with the Volunteer movement was largely due to the fact that life and property had not been affected, while the risk of conflict was diminished by the fact that neither side desired a conflict. The Amending Bill would be introduced early next week.

The Only Way.

Lord Milner said if there was to be a settlement, the original Bill should be scrapped.

Lord Salisbury declared that the responsibility of averting civil war rested with the Government.

Motion Talked Out.

The censure motion was talked out.

HOME CRICKET.

London, Received June 17.

Surrey beat Essex at Leyton by seven wickets. (Last year's fixture was drawn).

TELEGRAMS.

IRISH VOLUNTEERS.

MATTER TO BE DISCUSSED.

[Reuter's Service To "The Telegraph."]

London, Received June 17.

In the House of Commons, Mr. Birrell, referring to his statement of the 11th inst., said the Nationalist Volunteers were increasing at a rate of 15,000 per week.

Lord Robert Cecil thereupon moved the adjournment of the House to call attention to the Government's failure to deal with the growing danger caused by the existence of Volunteer Forces in Ireland. The matter will be debated to-night.

During question-time, Mr. Asquith affirmed that more effective steps will be adopted to prevent Nationalists importing arms than in the case of Ulster. He added that the Government was now taking measures which it was hoped would be effective everywhere.

The motion to adjourn was rejected by 288 votes to 223—a majority of 65.

The Government Attitude.

Mr. Birrell said there was nothing illegal in drilling Volunteers provided the permission of two Magistrates was secured. Neither was the carriage of arms illegal. There was at present less disturbance and more regard for the law where the Volunteers existed than elsewhere in the country. The Government was courageous at the beginning of the movement and would continue courageous to the end.

Mr. Bonar Law said the Government had drifted into such a position on that there was no prospect of getting out without disaster.

THE PARIS FLOODS.

SIXTEEN BODIES FOUND.

London, Received June 16.

Sixteen bodies have so far been recovered from yawning abysses which have opened in different quarters in Paris, into which sewers and water-pipes, after bursting with terrifying explosions, have been gushing for hours.

The gas-pipes have ignited in some places and smoke is issuing from holes in the ground.

Numbers of people are still missing, while many have been injured.

Subsidence still continues.

That Cecilia Manuela Wright is extremely fond of the American navy is certain. If you read this story you will understand why. It all began in Havana, Cuba, a year ago last March, when Cecilia Manuela Wright was visiting friends in that country. It happened that the Memorial Service for the sailors who lost their lives on the battleship "Maine" was being held, and this beautiful young girl from Blackpool, England, volunteered to sing. Her services were accepted, and she was the principal singer at the ceremony held on the morning of the day that the ill-fated battleship was buried off Havana. Her dark beauty attracted even more attention than her beautiful voice, and she was publicly thanked for her services by representatives of both Cuban and American Governments. The following day she left for Antilla on her way to England, stopping for a day at Camaguey, and it was on a country road seven miles outside of Camaguey that, the same evening, she met with the accident that almost cost her life.

The car in which she was riding was run into by a two-wheeled cart. The shaft of the wagon passed through her left leg, breaking the thigh bone midway between the knee and hip. The horse, falling on the car, crushed her chest and injured her internally.

In spite of the excruciating pain she never lost consciousness. She was hurried to the large Government hospital at Camaguey, and the local surgeons did everything they could for her. They set the bone, but it refused to knit. There different operations were performed, but without success. Amputation seemed imminent, and the chance of saving her life small, as her heart action was very weak.

Quite by accident, Capt. Cush-

TELEGRAMS.

ALBANIAN AFFAIRS.

DURAZZO AGAIN ATTACKED.

[Reuter's Service To "The Telegraph."]

London, Received June 17.

Reuter's correspondent at Durazzo states that the insurgents resumed the attack on the town at six o'clock in the morning.

Later.

The fighting at Durazzo was practically continuous yesterday. The insurgents apparently aimed at hitting out the Garrison, sending to the front comparatively small contingents with orders to restrain fire. The defenders lost 20 killed and 100 wounded, while the insurgents' casualties were heavy. There was a lull in the evening.

Fifteen hundred Malissori Loyalists have arrived from Alessio.

Artillery and rifle fire was recommenced at 11.30 o'clock, warships playing their search-lights on the hostile positions. H.M.S. Defence (formerly on the China Station) has arrived.

that an English girl was lying at the point of death at the National Government Hospital. When he learned her name he recalled that she was the same who had volunteered to sing at the Maine Memorial Service in Havana three months before.

Capt. Rice made further inquiries and visited the hospital. He realized that desperate measures were necessary to save her life. It did not take him long to decide on a course of action. As the English girl had offered her services to the American navy, he decided to ask the navy to aid her. Taking the first train to Santiago, two hundred and fifty miles away, he hurried to Guantanamo, our naval station, where the North Atlantic Squadron was at anchor. He boarded the flagship and placed the case before Admiral Usher.

Admiral Usher was greatly interested, but he said naval regulations would not permit him to send a surgeon two hundred and fifty miles across the island to perform an operation on a woman. However, as the next best thing, he promised to grant leave of absence to any surgeon who would volunteer to go.

Every surgeon in the fleet volunteered when they heard of the desperate situation. Four were chosen. They were Chief Operating Surgeon Archie M. Fauntleroy, Dr. Charles Gordon Smith, Dr. Halsey and Acting Chief Hospital Stewart Eastman. With Captain Rice they set out for Camaguey.

Arriving at the hospital one hundred and one days after the accident, they made careful examination of the patient and, after a hurried consultation, Dr. Fauntleroy decided to operate and, if possible, save the leg.

Meanwhile, what of her own country? How came it that no helping hand was raised from there; that no grief-stricken parents hurried to the bedside of their child? Well, these parents had a child fashioned in the mould of which heroines are made. In the midst of her own suffering she could think for them. No word of her accident would she allow her friends to send home. Cheerful letters told them of her happiness; moving pictures in Blackpool showing the Memorial Service, presented her in perfect health to the assembled crowd of officers and civilians. Only when all danger was past did they learn that their daughter had been lying at the point of death.

TELEGRAMS.

FIGHTING IN MEXICO.

A DESPERATE BATTLE.

[Reuter's Service To "The Telegraph."]

London, Received June 16.

Reuter's New York correspondent states that 7,000 rebels, after four attacks at Zacatecas, defeated 8,000 Federals. Terrible losses were inflicted by machine-gun fire.

General Villa is sending reinforcements to Zacatecas.

MONGOLIA & BRITAIN.

THE REPRESENTATIVE QUESTION.

London, Received June 16.

In the House of Commons, replying to a question as to whether Sir Edward Grey had been requested by Mongolia to send an authorised representative to Urga, Mr. Asquith said:—We learn from private sources that the Mongolian Government would be prepared to welcome a British representative. Mongolia, however, has had no opportunities yet of communicating officially.

On Captain Rice's plantation Cecilia Wright made rapid strides to recovery—although it was seven months from the date of the accident until she had the use of her left leg.

Meanwhile, the operation which Dr. Fauntleroy had performed on her was so unusual and at the same time so successful that it became the talk of the navy. The fact that the patient was a young and beautiful girl added the necessary touch of romance and dozens of officers called on the heroine to pay their respects.

RUBBER TENNIS COURTS.

An experiment is about to be tried in London which should prove of the greatest interest to the thousands of tennis enthusiasts throughout the world.

Most people are aware that rubber plays an important part in all kinds of sports. In golf, football, cricket, rowing, and in fact, in connection with almost every athletic recreation indulged in by both sexes at the present day, rubber is in evidence. Up to now, however, a rubber tennis court has never been seen. It is a distinct novelty. Such a court will be constructed this month at the Royal Agricultural Hall during the period of the International Rubber and Allied Industries Exhibition, which is to be opened by Prince Arthur of Connaught. The rubber used will be plantation rubber. This will give the experts a further opportunity of testing the durability and usefulness of this kind of rubber as compared with the Brazilian product. A most important point is that the court is being made by a British firm—the Layland and Birmingham Rubber Company—the material used will be British grown plantation rubber, and the workmen employed will be British workmen—all British for a change. Interesting tournaments are being arranged, and some of the best professionals and amateur players will be seen. It is believed that the result will be found to be very satisfactory, and that rubber tennis courts will become extremely popular.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Broadwood won the Ascot Stakes.

The enquiry into the Empress disaster has opened at Quebec.

The French Chamber has passed a vote of confidence in the new Ministry.

The probable starters, jockeys and betting for the National Hunt Cup are given to-day.

England beat America in the second polo match, thus winning the rubber.

Sixteen bodies have been recovered from yawning abysses caused by the floods in Paris.

Seven thousand rebels have defeated 8,000 Federals with with terrible losses at Zacatecas.

The Albanian rebels got within a thousand yards of the Palace at Durazzo but withdrew on the arrival of reinforcements.

Lord Milner says if there is to be a settlement of the Irish question, the Home Rule Bill must be scrapped.

A telegram gives the main features of the debate on Lord Lansdowne's motion of censure on the Government, which was talked out.

H.M.S. Defence, formerly on the China Station, has arrived at Durazzo in connection with the troubles there.

The Three Years' Service Law is to be enforced in France until the Government is able to propose a partial lightening of the military burdens.

Mr. Asquith says the Government has learned from private sources that Mongolia will be prepared to welcome a British representative.

A motion to adjourn the House of Commons to call attention to the Government's failure to deal with the Irish Volunteer question has been defeated.

A special telegram gives the gist of a letter alleged to have been written by Sun Yat-sen offering Japan freedom of action in China if she assists in overthrowing President Yuan.

NEWS.

Commercial news appears on page 9 of this issue.

General news and the story of the Empress disaster appear on page 3 to-day.

Log book appears on page 6 to-day and "Our Contemporaries" on page 2.

Yesterday's meeting of the Sanitary Board is reported in this issue.

An interesting letter on the question of the militant suffragists appears in to-day's paper.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Band Night, North Point 9 p.m.
Friday June 19.

H.K. Association Football League Annual Meeting—5.30 p.m.

Monday, June 22.

Sale of Furniture, porcelain, etc., by G. P. Lammett at No. 16, Humphreys Buildings—2.30 p.m.
Tuesday June 23.

Hongkong Ice Co., Ltd. Extraordinary General Meeting—11 a.m.

Sale of Furniture, porcelain, etc., by G. P. Lammett at No. 16, Humphreys Buildings—2.30 p.m.
Saturday June 27.

Musical and Dramatic Entertainment, Peak Club.

Notices.

THE UNDERWOOD TYPEWRITER

"The Machine you will eventually buy."

HORNSBY-STOCKPORT
GAS ENGINES AND SUCTION GAS PLANTS
OVER 10,000 IN DAILY USE.
HORNSBY OIL ENGINES.

AGENTS FOR:

THE EXPANDED METAL CO., LTD.
EXPANDED METAL FOR RE-INFORCED CONCRETE.
FRANCIS WELSTER AND SONS
Canvas, Twines, &c.
LIDDERWOOD MANFG. CO.
Holding Engines, Pile Drivers, &c.
Wm. BRIGGS & SONS, LTD.
Girders.
Bituminous Enamels and Solutions
and Marine Glue.
and
VARIOUS OTHER MANUFACTURERS.

Quotations for any description of Machinery or Engineering Plant on application
DODWELL & CO., LTD. Machinery Dept.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO., LTD.
CONTRACTORS TO HIS MAJESTY'S NAVY.

DODWELL & CO., LTD.
General Managers.
Telephone No. 41.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:—
Principal features: Small Premium, Liberal Surrender
Value, No Medical Examination, Payment of Premium in the Event of
Death and Numerous Options at the Age of 25.
Write for Pamphlet and Full Particulars to
DODWELL & CO. LTD., Agents.

ASTHMA

CAN Be Cured.

THEN why be half suffocated,
and sit up all night coughing
and gasping for breath when a
SINGLE dose of
NOBBS' ASTHMA CURE

will give you certain, prompt
relief and ensure a good night's
rest? This, the only genuine cure
for Asthma, discovered by Mr.
NOBBS, a qualified Chemist, and
a sufferer for many years, will, if
taken when necessary, effect a
radical cure of this erstwhile in-
curable malady.
Obtainable at Messrs. A. S.
WATSON & Co., Ltd. and all
Chemists and Patent Medicine
Vendors.
Price \$2.50 per bottle.

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.
SHEWAN, TOMES & CO.
General Managers.

Hongkong, 16th August, 1910

THE LONDON DIRECTORY

(Published Annually)

Enables traders throughout the World to
communicate direct with English

MANUFACTURERS & DEALERS

in each class of goods. Besides being
of complete commercial guide to London &
its suburbs, the directory contains list as

EXPORT MERCHANTS

with the Goods they ship, and the Colonial
and Foreign Market they supply.

STEAMSHIP LINES

arranged under the ports to which they
sail, and indicating the approximate
Sailings.

PROVINCIAL TRADE NOTICES

of leading Manufacturers, Merchants,
etc., in the principal provincial towns &
Industrial centres of the United Kingdom.

A copy of the current edition will be
forwarded, freight paid, on receipt of
Postal Orders for 20s.

Dealers seeking Agencies can advertise
their trade cards for £1, or larger adver-
tisements from £3.

THE LONDON DIRECTORY CO., LTD.

25 Abchurch Lane, London E.C.

MAN LOONG.

FIRST-CLASS PRESERVES, GINGER
AND SOY MANUFACTURERS.

Factory at Yuenmatt
Telephone No. 177 & K. 12.

WE are the leading Manufacturers in
this class of Goods. Our Fruit &
Gingers are all fresh and of the first pick.

Our Syrup is prepared from the best
quality of Sugar. We give our special
attention to our business and sanitary
arrangements.

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL

MERCHANTS

Hongkong, 3rd October, 1913.

Dr. C. L. CHOW.

DENTAL Surgeon

No. 89, Queen's Road

Central, Hongkong.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese

graduate versed in litera-
ture, has been a teacher to
European officials and merchants
in this Colony for over ten years.

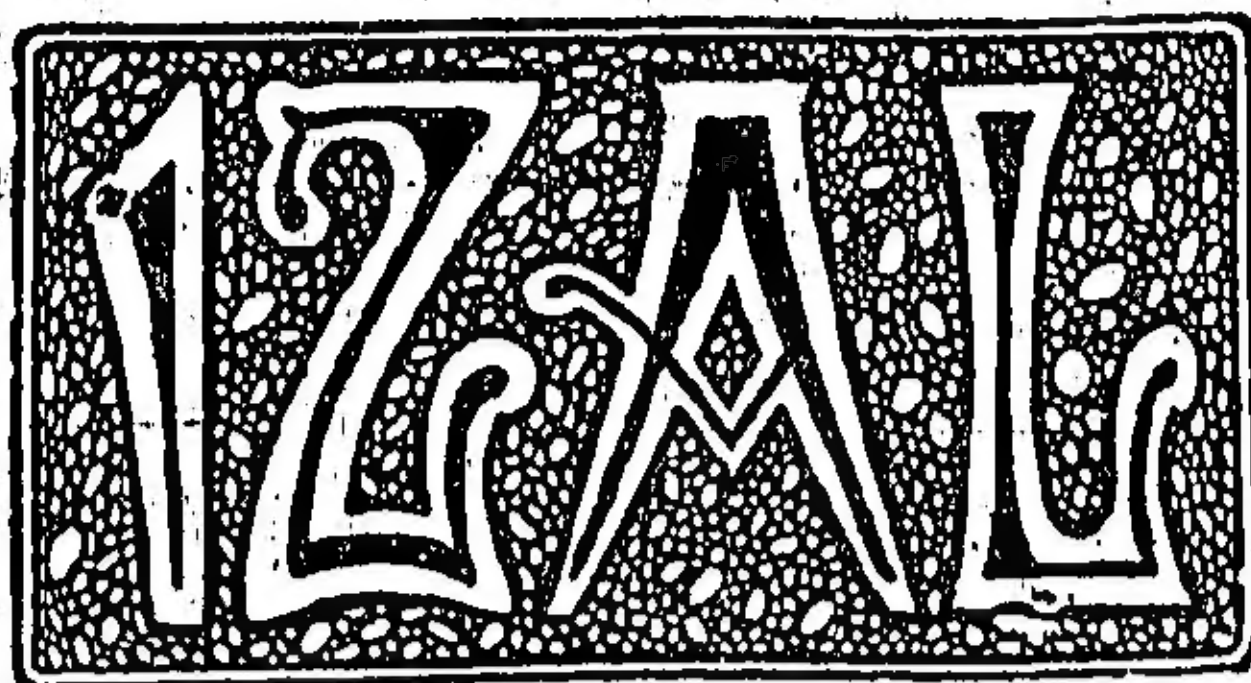
He has a good method of train-
ing Europeans to pass in the
Chinese examination, and is
possessed of a first rate certificate
as a Chinese teacher. He has
also a good knowledge of Man-
darin and Hakka.

Those who intend learning the
Chinese language are requested
to write c/o "Hongkong Tele-
graph" office or direct to 37
Hollywood Road, 1st floor.
Hongkong, 29th Jan., 1912.

Notices

GUARD AGAINST
PLAGUE.

The season is with us when the utmost care should be
taken to avoid infection.



IS THE IDEAL DISINFECTANT.

The cost is insignificant in comparison with the
results. IZALISE the Home, the Office
the Workshop.

W. R. LOXLEY & CO.
Agents: YORK BUILDINGS.

Hotels

HONGKONG HOTEL

A LA CARTE GRILL ROOM.

Now Open

Hongkong, April, 20 1911 J. H. TAGGART,
Manager

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

THE COOLEST PLACE IN TOWN.
REAL COLD ICED DRINKS.

THE GRAND HOTEL ORCHESTRA WILL PLAY SELECTIONS
DURING TEA-TIME AND AT INTERVALS DURING
THE DAY.

SPECIAL MONTHLY TERMS TO RESIDENTS.

Phone No. 197. F. REICHMANN,
Tel. Address "COMFORT." PROPRIETOR. [63]

KING EDWARD HOTEL.

CENTRAL LOCATION.

A Electric Trams Pass Entrance.
One Minute's Walk from Ferry. Telephones on All Floors.
Electric Lifts, Fans and Lighting.

European Baths and Sanitary Fittings.

Hot and Cold Water System Throughout.

Best of Food and Service.

Hotel Launch meets All Steamers.

Telegraphic Address: "VICTORIA" R. H. NORTH, Manager Tel 373.

THE CARLTON HOTEL.

PERFECT SANITATION.

High Class Accommodation for Families at Moderate Prices.
Those desiring Economy combined with Comfort, Quiet and a Most
refined Home, Free from Household Annoyances, should inspect
these Residential Quarters.

Luxuriously furnished Lounge, Drawing, reading & Writing
Rooms.

Under Personal Management of

O. E. OWEN, Proprietor.

ROYAL GEORGE HOTEL, KOWLOON.

This Hotel has been thoroughly renovated and is now well furnished and it is under the manage-
ment of a competent and experienced Manager.
A new Private Bar, Private Sitting Room and Dining Room have been specially fitted
upstairs in order to meet the wishes of Customers who prefer quietness and comfort.
Catering to Private Parties, Family Parties, etc., can be arranged by applying to Mr. Newton,
the Manager.

H. RUTTONJEE, Proprietor.

Try Our 1st Grade Guaranteed Australian Butter. Absolutely the
Best Imported—75 cts. per lb. Coffee 70 cts. per lb.
For the Best Cakes, Scones, Bread, Coffee, Meals a la Carte
and Table d'Hote, Afternoon Teas, Ices, Milk, and Cold
Minerals. Only at

THE ALEXANDRA CAFE.

Grand Hotel de l'Europe, Singapore.

BEST SITUATED HOTEL IN TOWN.

EVERY ROOM HAS A BATH-ROOM; DRESSING ROOM
ATTACHED.

MOST UP TO DATE SANITARY ARRANGEMENTS.

Under the New Management of

F. P. BAUR, late SAVOY HOTEL,
LONDON.

THE TOR HOTEL.

Cable Address "TOR HOTE" LIMITED, Phone No. 1067, Sunnamiya.

KOBE, JAPAN.

Under Swiss Management.

The finest Hotel in Japan, situated on the Hills, amongst the pine
trees. Has a panoramic view from the Verandah, of the
Inland Sea and Kobe Harbour.

All the Rooms with Baths attached.

Hotel's own Steam Launch & Motor Cars meet all Steamers & Trains

French Chef.

HENRY LUTZ, Manager.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP

The Peak.

Near the Tram Terminus.

Tel. 59.

For Terms apply to the

MANAGER.

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

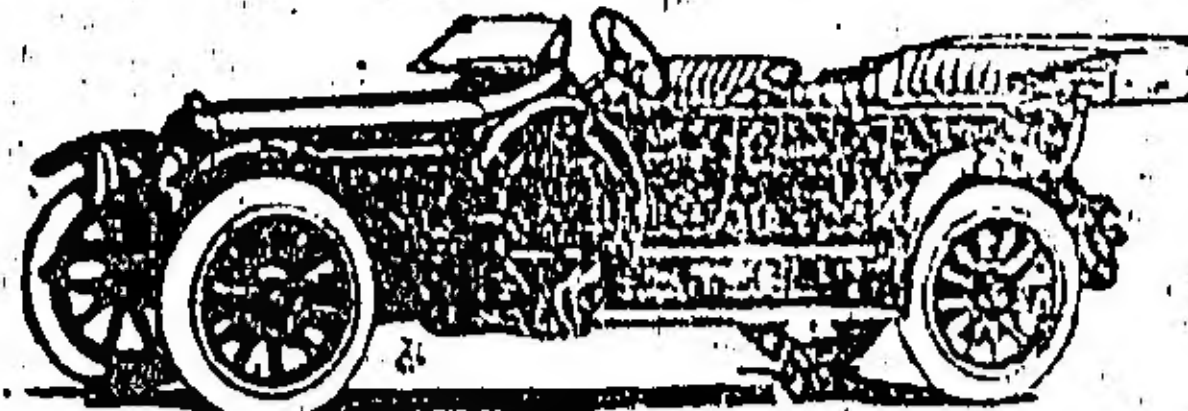
TELEPHONE NO. 1013.

Developing, Printing & Enlarging.

Hongkong, 18th July, 1913.

Notices

Cars on Hire at Reasonable Rates. Prompt Service.
JUST ARRIVED.



3 NEW MODELS
2 HUDSONS
1 OVERLAND

ALSO
1 MOTOR CYCLE.
BRITISH MADE, FROM THE
OLYMPIA EXHIBITION

CALL AND INSPECT THESE NEW ARRIVALS.

DRAGON CYCLE DEPOT, TEL. NO. 482.

WE "EXPRESS" TO ANY ADDRESS.

WE. HONGKONG PARCEL EXPRESS & STORAGE CO. CARRY. TRANSPORT. STORE. INSURE.
We Forward to All Parts of the World
Telephone 1208 3, Duddell Street

SAVE HALF YOUR COMPRADORE'S BILL AND
OTHER EXPENSES, ON OUR PLAN.

THIS IS GENUINE. Stamped addressed envelope for reply
to W.H. Emberley, General Commission Agent, 6 Gordon
Terrace, Kowloon.

CALDBECK, MACGREGOR & Co.

ESTAB.

1816 4

LEMOS!

LEMOS!

LEMOS!

A NATURAL Lemon Squash,
made from FRESH LEMONS
ONLY. No Chemicals.

YOU WANT A MOTOR CAR?
ALL RIGHT.

PHONE 1036

THE EXILE GARAGE.

33-35, DES VOEUX ROAD,

Where You will get Expert Service and every Satisfaction

PHONE RAMSEY & CO. No. 1683.
12, POTTINGER STREET, HONGKONG.
TYPEWRITER TIPS.

YOUR TYPIST IS AN EXCELLENT TYPIST BUT HE IS NOT A MECHANIC
DO NOT EXPECT HIM TO KEEP HIS MACHINE ALWAYS IN FIRST CLASS
CONDITION. LET US DO IT FOR YOU AND SO INCREASE UTILITY IN
YOUR OFFICE. PHONE US. WE DO THE NEEDFUL TO
YOUR ENTIRE SATISFACTION!!!

TYPEWRITER SPECIALISTS

Everything for the Typewriter, including experience;
Typewriter Bureau. Typing Undertaken, Reasonable Rates.

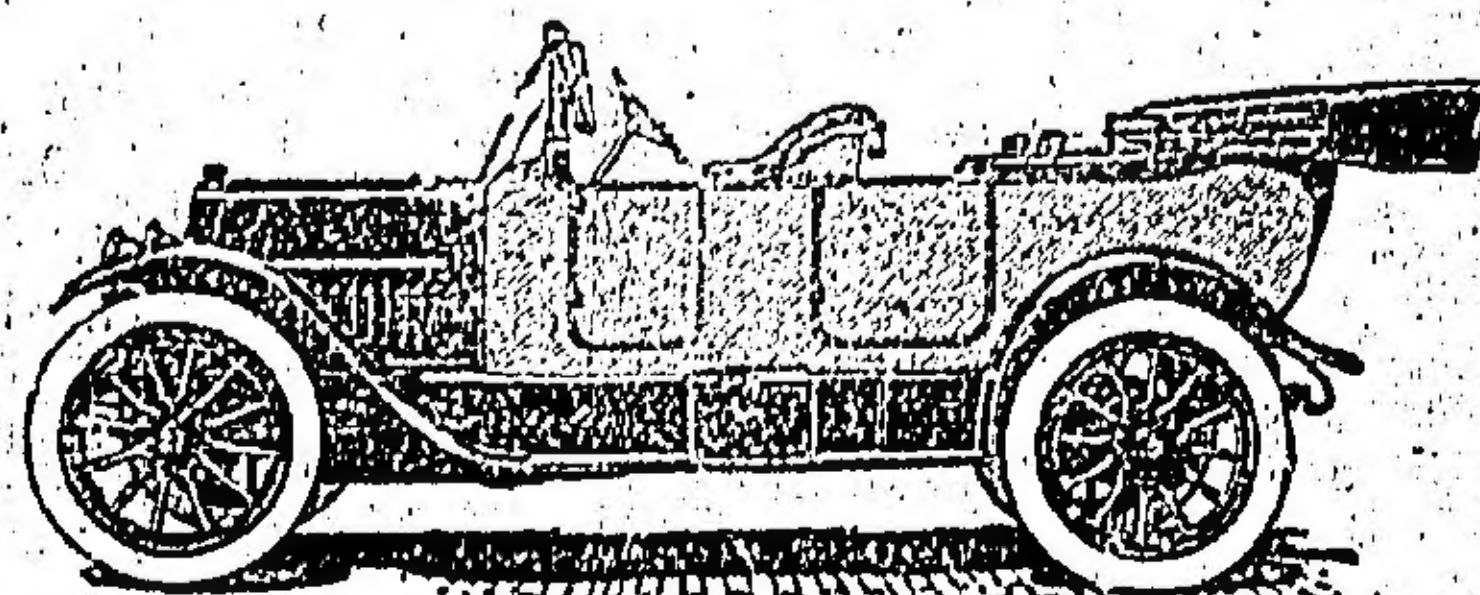
FIDELITY ASSURED!!!

Typewriters Bought, Sold, Exchanged and on Hire.

Ribbons for all Machines 25% Reduction.

OUR PRICE.....\$1.50

Small Machinery of all Kinds Cleaned.



LAW & Sons, No. 3 Duddell St. Sole Agents.

OUR
CONTEMPORARIES.

South China Morning Post.

The Opium Crusade.
As far as the authorities are
able to do so they are crushing
out the vice. Their methods may
be crude in some respects, and
extremely harsh from a Western
point of view, but nevertheless
they seem to be slowly yet surely
gaining a mastery over a situation
which would have defied many a
stronger nation. Their energies
in the campaign have been push-
ed into the very heart of the
country and into the remotest of
its border territories. Ere long
all that is likely to remain of the
vice promises to be that which is
fostered by the smuggler. It
would be interesting to know
how far the various governments
bordering on Chinese territory are
conscious of what is going on.
There is no doubt that smuggling
could be checked at its point of
origin if an effort as determined
as that of the Chinese Government
were made by the Powers con-
cerned. It appears to us that
the next phase of the anti-opium
crusade to be considered between
China and her "friends" is how
to deal with the smuggler.

China Mail.

English Banking.
A week or two ago Lloyds Bank
announced a continuance of its
policy in its proposal to take over
the business of the famous Wills
and Dorset Bank, one of the most
prosperous institutions in the
country. But the point is that
by so doing Lloyds will add some
12 millions sterling to its deposits,
thus gaining once more the pre-
mier position with a good load.
The nature of Sir Edward Holden's
reply is not only unconventional,
it is unprecedented in banking
business. He awaits no favour-
able opportunity for further ex-
pansion by hasty absorption.
Almost simultaneously with the
Lloyds announcement came the
reply direct from the London City
and Midland Bank. It was that
as banking facilities were being
reduced by the Lloyds amalga-
mation the London City and Midland
had taken premises and made
arrangements for opening bran-
ches in seventeen of the affected
towns! Banking competition is
known to be keen, but it is quiet;
never before has one great bank
openly thrown down the gauntlet
to another in this fashion.

Daily Press.

Macao Remittance to Lisbon.
Certainly the revenues of Macao
at the present time must be in a
more flourishing condition than
they have been for many years
past, and now is the time when
the authorities should carry out
some of the many public improve-
ments that in years gone by
have been planned and in some
cases actually commenced and
left uncompleted. It seems,
however, that the Government at
Lisbon has other uses for Macao's
surplus revenues. Their attitude
seems to be that autonomy is all
very well for the Colonies when
they are in a financial state which
suggests that they might become
a burden upon the national ex-
chequer, but it is another story
when a Colony has a large annual
surplus over its ordinary expendi-
ture, as Macao has learnt to its
cost. An order has just reached
the Colony from the Government
at Lisbon requiring the Govern-
ment of Macao to remit the large
sum of \$300,000 to Angola! We
are not surprised to learn that
there is much indignation in
Macao regarding this order and
that strong protests will be made
to Lisbon against such levies
while so many costly public
improvements in Macao are ur-
gently necessary if there is to be
any future for the Colony.

For a good solid meal a la
Carte or Table d'Hote with
Wines & Liquors of the Best
ALEXANDRA CAFE.

GENERAL NEWS.

London's Trumpeters.
It is contemplated to terminate the services of the City of London trumpeters, and in future, when occasion arises, to employ trumpeters of the Household Cavalry in civil functions and processions. The City has had its own trumpeters since 1514. At present they consist of four individuals, ex-soldiers, who have a small retaining fee and are paid when their services are required—which happens four or five times in the year. Their robes are somewhat picturesque, and have frequently been portrayed in records and illustrations of historical events in the past.

An Old Borough.
On May 9, 1914, James I granted its charter of incorporation to Penzance. Until the Municipal Act of 1835 the Corporation was somewhat peculiarly constituted. It was composed of the mayor, who was to be "one of the more choice and discreet inhabitants," eight aldermen, likewise "discreet men," and twelve others, whose standing was summed up in the term "the other men." The name of Penzance is said to be a corruption of the old Cornish equivalent of Holyhead, and the pirates who gave their name to a Gilbert and Sullivan opera were at one time actually a thorn in the flesh of the inhabitants.

Telephone Improvement.
The engineers in the General Post Office have invented and are using a device for a super-imposed current which doubles the capacity of the telephone and telegraph cables and enables four persons in London to speak simultaneously from four separate telephones to four in Paris, using only two lines.

Unveiling Ceremony.
In connection with the London School of Tropical Medicine, the Right Hon. Lewis Hucourt, M.P., Secretary of State for the Colonies, will unveil the tablet in honour of the Right Hon. Joseph Chamberlain, M.P., and the Right Hon. Austen Chamberlain, M.P., in the hospital to which the school is attached, on Tuesday, June 23.

Golfing Language.
Mr. Joseph Davies, the Cardiff Docks statistician, told a good golf story at the opening of the new links of the Dinas Powys Golf Club, says the Western Mail. It concerned an ambitious player, who, anxious to break a bad habit, resolved to place a stone in his pocket for every swear word he used. He returned to the club-house at the end of a very bad round with pockets bulging out with stones. "You must have been having very high times," was a friend's salutation. "Oh, shocking," came the reply. "These stones only represent the damns. The rest are coming up in a cart."

New London Journal.
London will shortly see something new in the way of papers, a serio-comic journal, which will be a blend of Punch and the well-known Jugend of Munich, with colour work of the kind made famous by the latter journal. The price proposed is threepence.

Denmark's Independence.
The *Norve Fremde* published a significant series of articles, inspired by the visit of the King and Queen of Denmark to this country, on the vital interest which Great Britain and Russia have in common in maintaining the independence of Denmark. It rightly remarks that no written treaty is required to secure agreement on this matter. Russia cannot submit to the establishment of a new Dardanelles at the egress from the Baltic.

Rev. F.B. Meyer.
The Rev. F.B. Meyer is giving up his pastorate at Regent's Park to devote himself to Free Church Council work. Mr. Meyer was minister at Regent's Park Chapel as long ago as 1888. He left it for Christ Church, Westminster Bridge-road, in 1892, but returned to the former a year or two ago. He is perhaps the most distinguished member of the Baptist community. Though he has resigned the pastorate of Regent's Park, he means to keep in full work, as all who know him fully expected. He sailed in the *Lusitania* on June 13 to speak at the World's Sunday School Convention at Chicago, June 23-30.

Notice

MOUTRIE'S PIANOS

are BACKED by

GUARANTEE for
FIVE YEARS.

PRICE from \$425.

A LIBERAL DISCOUNT GIVEN FOR CASH.

EASY TERMS CAN BE ARRANGED.

S. MOUTRIE & CO., LTD.

"SANDOW ON GOLF NERVES."

Golf is rapidly becoming recognized as one of the finest "games" which human ingenuity and the innate spirit of the "competitive" has devised for the diversion of both young and middle aged.

But—and it is a very big "But"—out of the rapid growth in the popularity of this most excellent pastime for the completely healthy and sound has arisen a really grave danger for hundreds of thousands of run-down, out-of-sorts men and women who are in many cases unthinkingly led to take up golf as a cure for their poor health conditions.

I am convinced that golf is actually becoming a source of danger and a real menace, not, I repeat, to the sound, healthy, open air living man or woman, but to that larger public which may be described as the "sedentary," whether in good or bad health.

Facts Which Tell.
On looking over the recent records of inquiries at my Institute of Curative Physical Culture, says Sandow, I find that it is almost becoming an exception to be told that the ailing person has not tried golf as a remedy. One after another comes to me and says, "I have tried everything. A few months ago I took up golf and I like it immensely. I play every week-end, but it is no good. I seem to become less and less fit. Indeed, my nerves have now gone all to pieces, and my indigestion and headaches seem worse than ever before—What shall I do?"

There are, of course, exceptions, but in, say, nine cases out of ten the ultimate result to the out-of-condition individual is an increase of his trouble.

It is the very fascination of this all-conquering sport which is the undoing of those of its devotees who have taken it up in this search for health. The business man who exhausts the energies of his system's vitality during five and a half days of close arduous brain work is tilting against the laws of nature when he spends the remaining one and a half days of the week in tackling a game which subjects him to a prolonged physical strain, accompanied by mental strain which is inseparable from any "competitive" game. This strain is realized when one recalls how often the champion players of golf suffer from "nerves."

Uses of Rest.
Nature has decreed that the use of all mental or physical energy must be recuperated by rest. Religion has decreed a day's rest in every week. Century-long human scientific experience has even added to this and provides in most countries throughout the world a day and a half for rest. I can hear many a reader exclaim, "Here is Sandow deprecating exercise—his own prescription." I do not deprecate exercise, indeed, this article has been written in point to my readers why my system of scientific physical culture is the only true "curative" form of exercise.

THE EMPRESS DISASTER.

Pathetic Story of the Final Scene.

London telegrams of May 31 give the following incidents in the loss of the *Empress of Ireland*.—

Mr. Laurence Irving died while trying to save his wife. Talking to a passenger, Mr. Irving said, "Is the boat going down?" His wife began to cry. The vessel lurched and Irving was thrown against the cabin door. His face was seen to be bleeding. His wife became frantic, but Mr. Irving exhorted her to be calm and forced a life belt on her and carried her upstairs. He was last seen on the deck kissing his wife, and they went down clasped in each other's arms.

Captain Kendall states that when the ship foundered he was shot by the sea from the bridge and sucked down. He seized a grating and heard the men in the lifeboat shout "There's the Captain. Let's save him." There were thirty people in the boat, and they picked up twenty-five more. There were also ten hanging to the sides by ropes round their wrists. They put them aboard the *Storstad* and returned to seek others, but all were gone.

The *Storstad* did not answer the megaphone shouts of "Back water," and subsequently continued ahead. A (good?) seaman should have done the latter after the collision. All those rescued were saved by the boats of the *Empress of Ireland*. Eleven were killed by the wreckage. A hundred bluejackets of His Majesty's cruiser *Essex* will assist in the recovery of bodies from the *Empress of Ireland*.

Further Details.
The following additional details are taken from Reuter's service to the Indian papers:— Captain Kendall's wireless to the Canadian Pacific Company, "Ship gone," epitomises the suddenness of the disaster.

The *Empress of Ireland* was a crack liner and carried all the most modern improvements, including boats for all on board. The collision struck her a slanting blow amidships, tearing off her plates sternward, almost to the screws. The *Empress of Ireland* listed to port, which impeded the launching of the boats, and sank before many could collect their wits. Considering this and the darkness and fog, the number of rescues is little short of miraculous. A large proportion of the survivors were picked up in the water, having jumped from the sinking liner.

Water in the engine-room caused an explosion and compelled many people to jump into the sea. Others were sucked under the water, while others clung to the wreckage and were rescued. The *Storstad*, with buckled bows, performed magnificent rescue work and is now steaming slowly to Quebec.

The survivors were in their night clothes. Some have broken

If you have lost your appetite one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

Prepaid Advertisements
ONE CENT PER WORD
FOR EACH INSERTION.

TO LET.

ROGATE, Austin Road, Kowloon; unfurnished. No. 19, Shelley Street.

TO LET.—No. 5, Mountain View from 1st April 1914. Newly painted and colourwashed.

TO LET from 1st June 1914. 55 ELGIN TERRACE newly painted and colourwashed.

No. 12 Beaconsfield Arcade, Shop.

No. 7 Mountain View. No. 7 Stewart Terrace, thoroughly renovated and in good order.

No. 17 Belilios Terrace. Rooms in Queen's Road Central.

FOR SALE.

"GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to LINSTED & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 2nd Oct., 1913 [21]

TO LET—unfurnished No. 4 Morrison Hill, containing 8 rooms with usual servants accommodation. For further particulars apply Property Office, JARDINE MATHESON & Co., Ltd.

TO LET—Part of First Floor of No. 25, Des Voeux Road Central. Immediate Possession. A 501 Motor Boat for sale. Apply—DRAGON CYCLE Co.

TO LET—from 1st May, 1914 No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co. Prince's Buildings.

arms and legs and are in a most pitiable condition, but the morning dawned warm, the sun shining on a pond-like sea. Apparently most of the first-class passengers have perished.

Sir Thomas Shaughnessy, President of the Canadian Pacific Company, in a statement, says that the catastrophe is the most serious in the history of the St. Lawrence route. He explains the delay in the giving of official details as due to the remoteness of the telegraph stations.

Survivors relate that the officers had not sufficient time to arouse the passengers.

Cunard Company's Action. The Postmaster-General has appointed a committee, under the chairmanship of Lord Sydenham, to inquire into and report upon all the circumstances under which the Cunard Company have discontinued the call of their liners at Queenstown Harbour, and to consider whether, by means of improvements to that harbour, such calls could safely be resumed.

TO LET.

TO LET.—Princes Building—the South West portion of the first floor, including Treasury on Ground floor, lately in occupation of the German Bank.

Apply to:—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—Four roomed house in Salisbury Avenue, Kowloon. Cheap rental. Shop with Godown attached, Nathan Rd., Kowloon. Kowloon Marine Lot No. 48 with Wharf.

Flat in Nathan Rd. Kowloon. Apply to:—HUMPHREYS ESTATE & FINANCE CO., LTD. Alexandra Building's

TO LET.—"LA HACIENDA E.", No. 74, Mount Kellett Road. Apply CHATER & MODY, No. 5, Queen's Road Central.

TO LET.—With immediate possession. Office—2nd Floor of the Deutsch-Asiatische Bank's Building, No. 7 Queen's Road Central. Also Large Godown in Basement of same building. Apply to DEUTSCH-ASIATISCHE BANK.

FOR SALE.

FOR SALE.—Gramophone, Stand & Records. New Cost \$350. Sell any reasonable price. Box "A.B." Hongkong Telegraph.

Notices.



As expert opticians, it is our business to detect complicated defects of vision. Our methods are simple, but are founded on the soundest scientific principles. WE DO NOT ADVISE GLASSES UNLESS ABSOLUTELY ESSENTIAL. Sign tested under the supervision of H. Tobias & Co., P. S. M. C. (London).

N. LAZARUS, OPTHALMIC OPTICIAN. Tel. 1292. 101 D'Aguiar St. Hongkong.

Apollinaris
THE QUEEN OF TABLE WATERS.
THE SAFE AND SATISFYING DRINK. ABSOLUTELY PURE.

If you had a mint of money you couldn't buy a better car. Ford merit has made it the standard car of all nations. It's light—strong—comfortable and dependable. And its cost is well within your income. Get yours to-day.

5 Seater, fully equipped, \$1,000 Hongkong Currency.

ALEX. ROSS & Co., Sole Agents. 124, Des Voeux Road. Tel. 27

QUEEN'S DISPENSARY
IS THE DISPENSARY THAT IS ALWAYS AT YOUR SERVICE.

31, Queen's Road Central Telephone Number 492.

Ashes of Vengeance By H.B. Somerville.	The Crimson Mascot. By C.E. Pearce.
The Ransom for London By J.S. Fletcher.	His Great Adventure By Robert Herrick.
Blake's Burden By Harold Bindloss.	Her Happy Race By L.T. Meade.
The Years of Forgetting By Lindsay Russell.	John Bulleel's Daughter By K. Tynari.
	Two Women By Max Pemberton.

LATEST LIST OF NOVELS

Notices



OLD ENGLISH CURVE CUT.
IS A DISTINCTIVE OLD ARISTOCRATIC AMONG PIPE TOBACCOS.
The aluminium curved tin fits the pocket perfectly.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR

"WALK-OVER"

SHOES



STYLISH YET COMFORTABLE
SHAPES FOR SUMMER WEAR

FROM
\$10.00
PER PAIR

LANE, CRAWFORD & Co.

THE MEDICAL HALL

Deutsche Apotheke, :: Pharmacie Internationale.

THE BEST COOLING BEVERAGES FOR THE HOT SEASON

RASPBERRY SYRUP (Himbeersaft) CHERRY SYRUP (Kirschsaft)
RED CURRANT SYRUP (Johannisbeersaft)

NATURAL FRUIT PRODUCTS—NO ADULTERATION.

Mixed With a Little Ice Water, Soda Water, or any Mineral Water, these Syrups make a Fine Summer Drink.

SOLD IN BOTTLES \$1.20 EACH.

GEORGE STEIGER.

SAUSAGE FACTORY AND DELICATESSEN STORE

14, GRESSON ST. PRATA EAST. (OPPOSITE THE SEYMOUR'S INSTITUT)

ALL KINDS OF SAUSAGES.

FRENCH, ENGLISH AND GERMAN.

IN LARGE OR SMALL QUANTITIES; BEEF AND PORK SAUSAGES FRESH DAILY; SPECIAL ARRANGEMENTS FOR HOTELS, CANTENS, BOARDING HOUSES, SHIPS, PICNIC PARTIES, ETC., ETC.

FOOK SANG & CO.

GENTLEMEN, LADIES & TAILOR & DRESS MAKER.

ALL KINDS OF INDIAN, CHINESE & JAPANESE; SILK GOODS, EMBROIDERED GOODS OF ALL VARIETIES. INSPECTION INVITED.

Telephone 1684 No. 40 WELLINGTON STREET, HONGKONG

NESTLE MILK FOOD

THE BEST FOR INFANTS & INVALIDS.

OBTAINABLE AT ALL STORES.

A. S. WATSON & CO., LTD.,

ESTABLISHED 1841.

AERATED WATER MANUFACTURERS.

FORMAZONE.

A REFRESHING, INVIGORATING and PALATABLE drink particularly suited for Tennis and Bathing Parties.
Pints \$1 per doz. Splits 60 cts. per doz.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Bends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.
Prices:—\$0.85 per doz. Pints. \$0.50 per doz. Splits.

STONE GINGER BEER.

The only fermented Stone Ginger Beer in the Far East. The real charm of Stone Ginger Beer is the flavour produced by partial fermentation; without this no Stone Ginger Beer can be said to be genuine.
Price:—\$0.85 per doz.

DRY GINGER ALE.

FRAGRANT, AROMATIC, DRY. Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.
Prices:—\$1.00 per doz. Pints. \$0.60 per doz. Splits.

NOTICE TO SUBSCRIBERS.

The annual subscription to the "Hongkong Telegraph" will be \$10.00 per annum.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamcen, Canton, who have been appointed our agents there.
(Payable in Advance.)
By Order, "HONGKONG TELEGRAPH."

BIRTHS.

BONNAR.—On 17th June at 121 The Peak to Mr. & Mrs. J. W. C. Bonnar a son.
WILLIAMS.—At Richmond House, Barker Road, Hongkong, 17th June, 1914, to Mr. and Mrs. R. A. M. Williams, a daughter.

This object of this paper is to publish correct information, to bring the truth and print the news without fear or favour.

精初無非確真情事閱要訪探大正論言百眾限本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C. 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, JUNE 17, 1914.

THE SALE OF TITLES.

These are days when so much attention is given to Parliamentary measures involving important and contentious points that one is apt to overlook smaller, though very wholesome and necessary, Bills which come before the House of Commons. One such, which aims at prohibiting the traffic in recommendations for titles and honours, has recently passed its first reading. Its introduction and the debate thereon were made the occasion for considerable levity, but there were serious submissions also set forth which revealed to what an extent the evil aimed at has been permitted to grow.

The whole ground for complaint and protest is to be found in the fact that "rich nobodies" have only to contribute to party funds to acquire a title, and it is not going too far to say that in many instances the honour seemed to sit with ill grace on the shoulders of the recipient. In bringing forward the Bill mentioned, Mr. Lockier-Lampson made bold to say that the traffic in titles had now reached a position that was nothing short of a crying scandal. He condemned the sale of titles as absolutely wrong, and he made a strong point when he averred that the worst form of aristocracy was an aristocracy of wealth. It is conceivable, of course, that a man may be both rich and deserving of honour, but surely no man should be given a title merely because he has an abundance of this world's riches. That, however, is what has happened over and over again in England, and it is high time such a thing were made impossible. Illustrating the point that wealth bore with it its own recompense, the introducer of the Bill brought home a very forceful point. The successful sale of sausages in the North of England was a sufficient reward, he observed, and it ought not to entitle the seller to sit in an ancient and honoured House beside men like Lord Roberts. Mr. Lockier-Lampson made another point when he accused the Liberals of refraining from transforming the House of Lords into a democratic body, because such a House would offer no attractions to the socially inclined among the party's supporters, remarking that the House of Lords was, despite the fact that it was sworn of much of its power, still a receptacle into which the Prime Minister might dump "the unfortunate, the unhappy and the vulgar of his party" and at the same time fill the coffers of the party with that cash which was so necessary at election times.

In this matter, "Honour to whom honour is due" should be the sole watchword of those who have the distribution of titles in their hands. Unfortunately, in the recent past it has too often been a case of "Honour to whom the cash supplies." And with sorrow he said that the one party has been as guilty as the other in this respect. The result is that titles are to-day held in very light esteem. And no wonder. It will always be something for a man to be proud of, however, when he wins an honour, honestly. To buy one from the Chief Whip of his party should arouse within him feelings of disgust.

A Word to the Unwise.

One of these days we shall cease writing in a vein of gentle admonition, when dealing with the vagaries of the Post Office authorities, and be quite blunt and plain with them. And they may not like it. Only the other day we hinted here that if they would continue to send us other people's correspondence they might show discrimination. We did not put it in these words, but that was our meaning. We do not greatly object to this office being taken for Government House, on occasion; we smile tolerantly when a letter comes to us addressed to Kowloon City; but we regard it as complimentary to be associated, even in the minds of Post Office people, with the P. W. D. That is nearly as bad as to suggest that we are in any way concerned with the Post Office itself.

The Same Old Story.

Having once, and quite plainly, intimated that we wanted nothing to do with the Public Works Department or its correspondence, we had hoped that the Post Office authorities would give us peace for a little time. But it seems too much to ask of them that they shall "take a thought and mend," as Burns has it. They seem incapable of taking either thoughts or hints. There has been sent to this office an intimation that an unpaid article to your address on which 20 cents is to be paid is lying at this office. Please produce this slip when claiming this article. And, starting us in the face is the name and address of the gentleman to whom the slip should have been addressed. We do not give the name, since the gentleman is in no way to blame, but the address is the P. W. D. Once again, if the Post Office will persist in sending us other people's letters, let it show discrimination—if it can. Otherwise we shall be forced to write just what we think.

French Crisis Ended.

It is reassuring to Britishers to know that the political crisis in France, which a few days ago threatened the direct consequences to the nation, appears likely to be overcome. As will be seen by a telegram on Page 1, the new Ministry has the confidence of the Chamber, and its policy appears to meet the needs of the situation. The Three Years' Service Law, which has been the cause of all the trouble, is to be enforced strictly at the moment, but it is apparent from the announcement regarding a lightening of the "military burdens" that a compromise may eventually be reached on this question. France has, of course, her obligations to other nations in this matter, and her difficulty appears to be to adequately fulfil these, yet at the same time to pacify those of her own people who are opposed to the Three Years' Service Law.

CORRESPONDENCE.

The opinions expressed by the Correspondents are not necessarily those of the "Hongkong Telegraph."

THE MILITANTS.

[To the Editor of the Hongkong Telegraph]

Sir,—If your correspondent "Heretic" so approves of the militant suffragettes and their methods, why does he not emulate them and do something exciting instead of inflicting his views on a weary public in rapid columns of verbiage? Let him be consistent. It would be chery to read of a bomb in the Telegraph office or in the Cathedral pulpit on Sunday. It would advertise the suffrage movement if the grand stand were burnt down, or the ferry pier, or the club. It would be best of all if Heretic would take out to hunger and thirst strike (in and out of gaol) until woman is given the vote.

On his own showing, the time for words is passed: this is a time for deeds.—Yours, etc., "MILLIE."

June 10, 1914.

DAY BY DAY.

WHETHER THE WORLD IS BLUE OR ROSEY DEPENDS UPON THE KIND OF SPECTACLES WE WEAR. IT'S OUR GLASSES NOT THE WORLD THAT NEEDS ATTENTION.

The "Telegraph" in Canton.

The Hongkong Telegraph is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Limited, Shamcen, Canton, who have been appointed our agents there.

The Weather.

Lower level 8 a.m. Temp 84; clear.
At the Peak 8 a.m. Temp 75; cloudy.

The Mails.

Siberian Mail.—Closed per s.s. Himalaya to-day at 9 a.m.
Siberian Mail.—Closes per s.s. Luchoo to-morrow at 3 p.m.
The French Mail of May 19 was delivered in London on June 16.

Chinese Passengers.

The Sexta, from Singapore, has brought to Hongkong 137 Chinese passengers.

Bathing.

In connection with the public bathing place at North Point a military band is to play to-morrow night.

To Consignees.

Consignees of cargo by the s.s. Nippon Maru are reminded that goods remaining undelivered after to-morrow will be subject to reat.

Trip to the Interior.

Senator Thos. J. K. Bakhap, Tasmania, Australia, was just returned to Hongkong after a trip to the interior he is staying at the Hongkong Hotel.

Latest Advertisements.

Consignees' notices regarding the Iyo Maru and the Onli are issued.—Page 5.

Mr. H. Ruttonjee advertises two-roomed flats in Kowloon.—Page 5.

Creditors' Meeting.

A meeting of the creditors of the Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., was held this morning at the offices of Messrs. Jardine, Matheson and Co., Ltd. The meeting was a private one.

Slight Fire.

The fire brigade received a call about ten o'clock this morning to 109 Connaught Road West, where a bundle of tea leaves had caught fire. When the brigade arrived, however, they found that the foks at the shop had extinguished the flames. Practically no damage was done.

The Letter Carrier.

"As my village is small there is no post office there and I am compelled to convey the letters privately," was the excuse of a Chinese who was charged with bringing 23 letters into the colony for delivery. The excuse availed him nothing and Mr. Melbourne fined him \$14.

Land Sales.

The district land office conducted two sales of land yesterday. Lot S. D. 4.—No 3252, Kowloon Tong, of 1,200 sq. ft.—brought \$250. The upset price was \$80, and the purchaser Cheng Fuk. Lot S. D. 3.—No 1,054, Lyemun, of 4,000 sq. ft.—brought the upset price of \$80 only. The purchaser was Chan Kwong-fat. Merely Picked it up.

At the Police Court this morning before Mr. O. D. Melbourne, a Chinese was charged with the larceny from the person of a passenger on board the s.s. Wing On, of \$10.03. The prisoner, who explained that the prosecutor had dropped the money and he had only picked it up, was sent to prison for six weeks with four hours' stocks.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 4.45 a.m. to-day:—

Gyolone or Typhoon E. of Visayas Islands. Direction unknown.

TAI ON PIRACY.

Official Thanks to the Tung Wa Hospital.

The following letter has been addressed to the Tung Wa Hospital and has been forwarded to us for publication:—

Colonel Secretary's Office, Hongkong, 16th June, 1914.
Gentlemen,—I am directed to inform you that His Excellency the Governor has heard with much satisfaction of the work done by you in recovering from the sea the bodies of many of those who perished on the occasion of the burning of the s.s. Tai On, and giving them suitable burial. I am to convey to you the thanks of His Excellency and the Government of Hongkong for your humane services.

I am, Gentlemen, Your obedient servant
(Sd.) CLAUD SEYERN,
Colonial Secretary.

The Committee,
Tung Wa Hospital.

LEGISLATIVE COUNCIL.

Mr. Pollock Puts More Questions.

At the meeting of the Legislative Council to be held on Thursday, the Hon. Mr. E. E. Pollock, K.C., will put the following questions:—

1. When was the contract entered into for the erection of the Kowloon Railway Station, and what was the contract price, and what is the contract date fixed for completion? What is the cause of the delay in the erection of the Station? Will the Government lay a progress Report upon the Table at the next Meeting of Council, and thereafter at intervals of six months?

2. What amount has the Government expended in the erection of bathing-sheds and in the provision of bathing-facilities at West Point?

The orders of the day are:—First reading of the Bill entitled An Ordinance to make provision for the protection of certain Wild Birds and Game.

Second reading of the Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Six hundred and seventeen thousand seven hundred and eighty-three Dollars and one Cent, to defray the Charges of the Year 1913.

LANGKAT DAILY OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat daily output since June 1, is as follows:—

1st June	362 tons
2nd "	359 "
3rd "	350 "
4th "	325 "
5th "	360 "
6th "	352 "
7th "	311 "
8th "	297 "
9th "	322 "
10th "	317 "
11th "	292 "
12th "	291 "
13th "	327 "
14th "	288 "
15th "	279 "
16th "	250 "

Total to date... 5,071

WATER POLO.

The following will represent the V.R.C. "B" against the R.E. in the Water Polo Shield Competition to-morrow, at 6 p.m.:—A. J. England (Capt.), I. E. Chunnatt, M. L. Railton, F. L. da Roza, L. C. R. Souza, F. K. Tata and G. W. Sewell. Reserve:—A. J. V. Riberio.

Milling.

The Milling Sheet accompanies this Report. Four Willey tables recovered 30.9 tons of concentrates, crushed with 39 tons of old Tailings for a recovery of 13 ozs. of bullion. During the suspension of mining operations at St. Koman we transferred nearly all our coolies to Anderson Mine, and we were consequently able to keep our Mills supplied nearly full time.

P. AND O. NEW STEAMER.

The Nagoya Arrives in Hongkong.

The new P. and O. steamer, Nagoya, arrived here yesterday on her maiden voyage to China and Japan and is berthed at the Kowloon Wharf. This is the eighth and most recent addition to the popular "N" Class of steamers by which the Company's fortnightly intermediate service to the Far East is now principally carried on.

The passengers carried by these steamers are limited to 54 in the first saloon and 52 in the second saloon and, as the steamers are of 7,000 tons, ample deck space is ensured for recreations and amusements even in the full season. The cabins which in the first saloon are all "outside" cabins except one, are fitted with electric fans, for the use of which no charge is made, and each berth is provided with a special electric portable reading lamp fitted just overhead which can be turned on and off without leaving the bunk, in addition, of course, to the usual fixed lights in each cabin.

The public apartments—dining saloon and smoking saloon—are luxuriously furnished and fitted with special regard to the comfort of passengers voyaging through the tropics. Like all the P. & O. passenger steamers, she is, of course, fitted with wireless.

The popularity of this class of steamer is strikingly evidenced by the fact that the s.s. Novara, a sister ship of the Nagoya, has just left Hongkong homeward bound with almost every berth engaged, although this may be called the "off" season for passenger traffic, and the full effect of the southwest monsoon is likely to be experienced on the voyage.

SANITARY BOARD.

The Estimates Passed.

A meeting of the Sanitary Board was held yesterday afternoon, Mr. D. W. Tatman (the President) presiding. Others present were: the Hon. E. R. Hallifax, Dr. F. Clark (M.O.H.), Dr. W. W. Pearce (Asst. M.O.H.), Mr. Ng Hon-tsz, Colonel Irwin, the Hon. Mr. A. F. Churchill, Mr. Chan Kai-ming, the Hon. Mr. E. A. Hewett, Mr. P. W. Goldring, and Mr. E. W. Hamilton (Clerk to the Board).

The Chairman said that a letter had been received from the Select Committee appointed to consider the proposed changes in the estimates for 1915 was laid before the meeting for discussion there was a pause.

The Chairman said the report was there to be discussed and he hoped it would take place as notice had been given.

The Hon. Mr. E. A. Hewett said the report was before them and he begged to move that the report be adopted. The estimates had been considered by the Select Committee.

Mr. Ng Hon-tsz seconded and the motion was carried. The President said there were no more minutes on the agenda for discussion, and asked if anyone suggested a minute.

There being no reply, the President announced that that was all the public business, and the Board went into Committee.

Shanghai Volunteers.

In his report on the Shanghai Volunteers, Major General Kelly says he was much struck by the keenness displayed by all ranks, adding "there is a reality in their arrangements which makes them a contrast to the majority of Volunteer Corps one meets." He suggests the addition of a Motor Car Company to consist of those gentlemen who would be willing to lend their cars in time of trouble. General Kelly hopes for and remarks that "there are far too many men in Shanghai who appear content to let others defend them."

A MORPHINE TRANSACTION.

\$1,200 Claimed for Non-Delivery.

In the Summary Court, this morning, before Mr. Justice Hazeland, the case was continued in which Tse Man-chen, Chan Mo and So Tin-chung, executors of Che Yut-tak, deceased, sued M. Baptista and Company for the sum of \$1,200, damages for the non-delivery of certain morphine to Che Yut-tak in Canton. In the alternative the plaintiffs claimed the return of the sum of \$1,200 deposited by Che Yut-tak with the defendants. The sum of \$200 was waived so as to bring the action within Summary Jurisdiction.

Mr. F. O. Jenkin, instructed by Mr. C. A. Sutherland Barr, appeared for the plaintiffs, and Mr. Eldon Potter, instructed by Mr. J. H. Gardiner, defended.

Mr. Potter, addressing his Lordship, said that the plaintiff's case, as put forward on the pleadings, was quite a simple one and was merely that the plaintiff—the dead man—was supposed to have entered into a contract with the defendant for the delivery of morphine. That was their case, and, in support of it, they called two witnesses. One of them was one of the plaintiff's executors of the deceased, and the other was Mak Tze-ho. The first witness could not speak as to any facts of the case except the payment of the money and the interview on January 20. Of the material facts of the case he could not speak at all, and was compelled to rely on the evidence of Mak Tze-ho, who was obviously the plaintiff's agent throughout the whole of the transactions for putting the matter through and for (they said) taking delivery of the morphine at Belilios Terrace. He would say this about Mak Tze-ho: that he was entirely discredited and that his Lordship could not possibly believe him. He absolutely departed from the opening of the counsel for the plaintiff who was obviously unaware of anything which had taken place at Belilios Terrace. The plaintiff's legal advisers were absolutely unaware that Mak had ever visited Belilios Terrace. He submitted that his Lordship could not accept Mak as a witness of truth after what he had said in cross-examination.

As he had said, the plaintiff's case was a simple one. There was no suggestion of illegality in the pleadings. He said:—"Here is a contract for the purchase of morphine; it has been broken, and we want damages." So simple was the case, so simple was his friend, so simple did he think he was and the court might be, that he suggested the morphine came from Hongkong; it might have come from any other place. Illegality! His friend was shocked at such a thing. It was admitted now that the morphine was to come from the colony.

His case was that the defendants were merely agents and on the cross-examination of Mak and on the evidence of Gutierrez No. 1, his Lordship could have no doubt that the defendant was merely an agent and that the two principals were the plaintiff, on the one hand, and the true owner of the morphine, whose name had been handed to his Lordship and who was represented by Mr. Cruz, on the other. The other men were simply intermediaries.

Mr. Jenkin said there was one fact about which there was no dispute, and that was that plaintiff, the executor of the dead man, did pay over to the defendant the sum of \$1,950.

Mr. Potter remarked that was that disputed, and Mr. Jenkin replied that at any rate the money passed. Twelve hundred dollars were due back from someone, and the plaintiff had not got it. He submitted that whoever was the person, who was referred to as the real owner, it did not prevent there being an intermediate owner before the morphine was to have reached the hands of the plaintiff. He submitted that Baptista and the other men were more than mere intermediaries. They were buying from one vendor at \$80 per lb. and selling at \$130, thus making the balance of \$750 as profit.

ALLEGED BRIBERY.

Promised a Watchman \$40 not to interfere.

A Chinese appeared before Mr. Melbourne at the Police Court this morning, on a charge of offering a bribe of \$40 to a district watchman.

Inspector M. O'Sullivan said that the defendant was arrested on June 14 on suspicion of taking women and girls to Singapore, in breach of the Women and Girls Ordinance. After due enquiries nothing was found on which to charge the man and he was liberated on June 15. On the evening of that date he met the district watchman who had effected his arrest in the first instance and promised him \$40 if he would not interfere with him again in his dealings. The men arranged to meet the next day, the watchman reported the matter and on their next meeting the prisoner was arrested after the money had been handed over.

The case was adjourned for a week.

LIFE SAVING AT SEA.

Regulations Compelling Ample Appliances.

Mr. John Burns, President of the Board of Trade, has issued new rules in regard to life-saving appliances on merchant ships, which are to come into operation on July 1, 1914. Their general effect is that all sea-going vessels, passenger and otherwise, shall carry ample appliances for all on board in case of accident.

As to foreign-going passenger steamers, including emigrant ships, they shall carry "lifeboats" in such number and of such aggregate capacity as shall be sufficient to accommodate the total number of persons which is carried, or which the ship is certified to carry, whichever number is the greater. One approved life-jacket shall be carried for each person on board, and, in addition, a sufficient number of approved life-jackets of a size suitable for children.

In the case of passenger steamers plying between places in the Outer Kingdom, the Channel Islands, and the Isle of Man, or between the British Islands and Continental ports between the River Elbe and Brest, inclusive, if the lifeboats carried do not provide sufficient accommodation for the total number of persons allowed to be carried, approved life-ruffs, buoyant deck seats, or other approved buoyant apparatus shall be carried to make up for the deficiency.

There are slight exceptions for vessels with special certificates engaged in daylight voyages between March 20 and September 30, but one approved life-jacket for each person on board is compulsory.

CONCESSIONS IN SZECHUAN AND SHANSI.

Premature Report.

Peking, June 10

The statement made in Reuters' telegram from London that the Eastern Pioneer Company has obtained the exclusive right to work, in conjunction with Chinese, the vast oil, mineral and industrial resources of Szechuan, is premature and calculated to mislead the public.

This announcement alludes to Messrs. Pritchard & Morgan's concession, which was granted in 1899, which the Chinese assert has lapsed. Negotiations were, however, opened some time ago, the Chinese agreeing to conclude another agreement to replace old one, but restricting the areas of operation.

The negotiations have not yet been concluded, and it may be taken as certain that no monopoly will be granted, although the company undoubtedly will secure good opportunities for development. N. C. Daily News Correspondent.

SPECIAL CABLES.

(From Our Own Correspondent.)

DR. SUN YAT-SEN'S LATEST.

Startling Scheme to Overthrow President Yuan.

Japan Offered Freedom of Action in China in Return for Assistance.

Shanghai, Received June 17.

The North China Daily News publishes a letter alleged to have been written by Dr. Sun Yat-sen to a high personage in Japan offering the Japanese freedom of action in China for aiding the People's Party to overthrow President Yuan Shih-kai, and placing the party in power. The writer of the letter offers Japan the same position in China as Britain occupies in India without the attendant responsibilities, while he says that Britain is not deceived as to President Yuan's ability to govern and therefore will not block the scheme. He also says that China will know no peace until the People's Party realises its aims.

The correspondence has been disclosed by a Revolutionary who does not agree with this policy.

The whole scheme is hare-brained, and it is not suggested that the Japanese seriously consider it.

(Special Pacific Service to the "Telegraph"—Reuters.)

Shanghai, Received June 17.

The North China Daily News prints a very long letter alleged to have been written by Dr. Sun Yat-sen to a high personage in Japan stating that it is a foregone conclusion that the Mingtang will revolutionise the day, and if a powerful nation offered its assistance the struggle would not be prolonged.

The letter says it is natural that the Revolutionaries should first seek the aid of Japan, and afterwards, when Japan has assisted China to reorganise the Administration and develop her resources, China would throw open all trade centres to Japanese labour and merchants and enable Japan to monopolise commerce in China. As a result, Japan would leap to the forefront among the world's greatest Powers.

The North China Daily News, in a leading article on the subject, describes the letter as a fantastic document which will undoubtedly be treated with ridicule in Japan.

"WHITE WOLFS" MOVEMENTS.

CITY IN RUINS; THOUSANDS KILLED.

Taichow, Received June 17.

The latest reliable information from Taichow is to the effect that the townspeople resisted the "White Wolf" outlaws, but surrendered after less than a day's fighting. Nearly 10,000 lives were lost, and a large part of the city in ruins.

It is now reported that the bandits have retreated into Shensi.

NEW C.P.R. SHIPS.

The names of the four vessels which are being built on the Clyde for the Canadian Pacific Railway Company have now been announced. The two at Whiteinch are to be called the *Misamis* and the *Metagama*, and the two at Dumbarton the *Princess Margaret* and the *Princess Irene*.

The two pairs are of totally different types, the *Whiteinch* pair being 12,000-ton liners for the Atlantic service, intended to replace the *Lake Champlain* and the *Lake Manitoba*; and those at Dumbarton being comparatively small vessels for service on the Pacific coast. The Atlantic ships will be of the new popular one-cabin type, having accommodation for 520 second class and 1,200 third class passengers, and they will have the moderate speed of 16 knots. A very large proportion of the modern fleet of the Canadian Pacific Company came from Clyde yards. Of their first class Atlantic liners, the four finest *Empresses* all came from Fairfield. So did the two lake steamers *Assiniboia* and *Keweenaw*, which were notable in that they were built so that they could be each cut in two on the St. Lawrence, taken up through the canal, and re-joined on the lakes. So, also, did the *Princess Adelaide* and the *Princess Charlotte*; while the *Princess Mary* and the *Princess Sophia* came from Paisley, and the *Princess Patricia* is the once well-known Clyde tub-steamers *Queen Alexandra*, which was built at Dumbarton. All the *Princesses* are Pacific coast steamers.

"YOU MADE ME LOVE YOU."

Mr. "Jimmy" Glover's Expert Opinion.

The popular song, "You made me love you. I didn't want to do it," was the subject of a "copyright and passing off" action brought by Messrs. Francis Day and Hunter before Mr. Justice Neville last month.

The defendants were B. Feldman and Co., publishers of the song, "You did not want to do it, but you did," which Messrs. Francis Day and Hunter claimed was substantially a copy of their "gem of lyrical poetry," as it was described in Court.

Messrs. Feldman denied this, and also alleged that there was no copyright in Messrs. Francis Day and Hunter's song.

Mr. James Glover, musical director of Drury Lane Theatre, giving evidence for Messrs. Francis Day and Hunter, was asked if the words of the song were original.

Mr. Glover: Yes, more or less, as these things go.

The Judge: They are rather on an old theme.

Mr. Glover: My Lord, love is a very old theme (laughter). I think all love songs are on an old theme. In answer to other questions, Mr. Glover said he thought there was distinct individuality in the time, rhythm, and accent of Messrs. Hunter's song. In his opinion Messrs. Feldman's song was a decided attempt at imitation.

The Judge held that there was publication in this country of Messrs. Hunter's song within the meaning of the Act, and that Messrs. Feldman's song was a colourable imitation of it. He granted the injunction asked for with costs, and an inquiry as to damages.

DAIRY FARM NEWS.

WE HAVE RECEIVED

NEW SHIPMENTS

OF

FRESH SIBERIAN SALMON,

SMOKED

KIPPERS, FILLETS & HADDOCKS.



FRESH STOCK ARRIVED.

KRUSE AND CO.

SOLE AGENTS.

ROYAL GEORGE HOTEL, KOWLOON.

The Management have decided, to let Rooms in the Hotel, Fully Furnished and with Kitchen Conveniences; also to allow Guests to arrange for their own board etc. The Rooms are large and airy and the terms most reasonable. Monthly Rates. H. RUTTONJEE, Proprietor.

Today's Advertisements

OPEN AIR CINEMATOGRAPH.

The Variety Film Exchange Company will run, until further notice, cinematograph entertainments at Greencroft (next to the Station Hotel, Kowloon) at 9 o'clock each evening. There will be a change of programme every other night, and amongst others, local pictures will be shown. Price of admission 20 cents.

Raub Australian Gold Mining Co., Ltd.

The Mine Measurements and Assay Results show a total of 217 ft. made up as follows:—Driving 72 ft. sinking 10 ft. and cross-cutting 135 ft. and compares with a total of 345 ft. for the previous four weeks.

Agra Murder Echo.

Mrs. Fulham, accused in the Agra Murder Case, who was sentenced to penal servitude for life last year, has just died in Allahabad Central Jail, Naini, of heart apoplexy, leaving an infant 10 months old, born in prison.

Today's Advertisement

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"IYO MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 23rd June, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the 30th June have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 16th June, 1914. [1250]

COMPAGNIE DES MES-SAGERIES MARITIMES.

NOTICE

s.s. "CHILI"

Consignees of Cargo from London ex. s.s. "Normand" & "Medoc"

Consignees of Cargo from Havre ex. s.s. "Normand" In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 22nd inst., at Noon will be subject to rent and landing charges. All claims must be sent in to me on or before the 25th inst. or they will not be recognized. All damaged packages will be examined on Monday the 22nd instant at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS, Hongkong, 15th June 1914.

TO LET,

TO LET—Two room Flats in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTTONJEE, Royal George Hotel.

Hongkong, 17th June, 1914. [1599]

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

NO - METAL "N M" NO METAL

SOCK SUSPENDERS

CELLULOID FITTINGS, CANNOT SOIL TROUSERS

\$1.00 Per Pair.

PARIS GARTERS

From 60 cts. Per Pair.

BOSTON GARTERS

From 75 cts. Per Pair.

PERFORATED LEATHER GARTERS

\$2.00 Per Pair.

16 DES VŒUX ROAD. 16

WM. POWELL, LTD.

PHONE 346.

NOW SHOWING

"GLYN'S"

SUN HELMETS

STRAW HATS

NEWEST SHAPES

Wm. POWELL, Ltd. are Sole Agents for GLYN & Co.,

44 Old Bond St. W.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO.

ANDERSON MUSIC CO., LTD.

THE "ALLISON" ENGLISH PRANO

HIGH CLASS INSTRUMENT

AT THE

PRICE OF A CHEAP ONE.

6, DES VŒUX ROAD.

TEL. 1322

DUNVILLES

OLD IRISH

WHISKY.



HIGHEST AWARD FOR IRISH WHISKY PARIS EXHIBITION 1900.

Guaranteed Bottled, Labelled and Capsuled

BY

DUNVILLE & COMPANY, LTD.,

IN THEIR OWN WAREHOUSE, BELFAST.

PRICE PER CASE 1 DOZ. QUARTS DUTY PAID \$21.00

SOLE AGENTS.

CANDE PRICE & CO., LTD.,

WINE MERCHANTS,

Tel. No. 135.

6, Queen's Road Central, Hongkong.

Shipping

CANADIAN PACIFIC
ROYAL MAIL
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Japan	25th June.
Monteagle	1st July.
Empress of Russia	8th July.
Alsation	2nd July
	23rd July
Victorian	4th Aug.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSENGER RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port, £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.
Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for 45 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between.

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

HASTWARD.

S.S. "Takada," 6,800 tons, Capt. will be despatched for KOBE & MOJI on 19th June.

S.S. "Torilla," 2,205 tons, Capt. Swanson, R.N.R. will be despatched for SHANGHAI, KOBE & MOJI, on 6th July.

WESTWARD.

S.S. "Japan," 6,013 tons, Capt. Seldon, will be despatched for SINGAPORE, PANANG & CALCUTTA on 18th June.

S.S. "A. Apar," 4,450 tons, Capt. Walker, will be despatched as above on 30th June.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.

Hongkong, June 13, 1914.

Agents.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONG-KONG. SHANGHAI:—2-3, Funchow Road. YOKOHAMA:—32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

PASSAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED

Chief Office—LUDGATE CIRCUS, LONDON, E.C.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

Manila, Havre, Emden, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.)

Tables Card at Through to all European North Continental and Baltic Ports, also Trieste, Ugento, Marseilles, Genoa, and other Mediterranean Ports, Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong:

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Silesia	20th June
"	C. Ferd. Laeisz	3rd July
"	Senegambia	17th July
"	Scandia	27th July
"	Alesia	14th Aug.
"	Sithonia	23rd Aug.
"	Liberia	11th Sept.
"	Altmark	18th Sept.
Victoria, V'vor, S'ilo T. & P. (Or.)	Andalusia	2nd Aug.
"	Belgravia	17th Sept.
"	Brasilia	12th Oct.

Havre, R'dam, Hamburg & A'werp. Wuertemberg ... 20th June.
M'les, Havre, Emden & H'burg. Segovia ... 4th July.
Hamburg & Antwerp. Suedmark ... 6th July.
Havre, R'dam, H'burg & A'werp. Suedmark ... 14th July.
Havre, Bremen & Hamburg. Preussen ... 18th July.
Havre, R'dam & Hamburg. Emden ... 20th July.
Havre, Emden & Hamburg. Silesia ... 29th July.
Havre & Hamburg. Markomannia ... 5th Aug.
Gonos, Dunkirk & H'burg. Orla ... 10th Aug.
R'dam, Hamburg & A'werp. O.J. D. Ahlers ... 22nd Aug.
Havre, Emden, H'burg. Senegambia ... 25th Aug.

For Further Particulars, apply to
Hamburg-Amerika Linie,
Hongkong Office

Shipping

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Subject to Alteration	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.	Hilachi Maru Capt. T. Sato T. 12,500 Miyazaki Maru Capt. T. 16,000	WEDNES, 17th June, at 10 a.m. WEDNES, 1st July.

VICTORIA, B.C., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokohama, Saimidzu, and Yokohama.	Awa Maru Capt. T. 12,500	THURSDAY, 2nd July, at 4 p.m.
---	--------------------------------	-------------------------------

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville, and Brisbane.	Tango Maru Capt. Sekine T. 13,500 Nikko Maru Capt. T. 9,500	WEDNES, 1st July, at noon WED, 29th July, at noon.
--	--	---

CALCUTTA via Spore, Penang, & Rangoon.	Kanagawa Maru Capt. T. 12,500	SATURDAY, 27th June.
--	-------------------------------------	----------------------

BOMBAY via Singapore and Colombo.	Rangoon Maru Capt. T. 12,000	MONDAY, 22nd June.
-----------------------------------	------------------------------------	--------------------

KOBE & Yokohama.	Iyo Maru Capt. Hirase T. 16,000	THURS., 18th June, at 11 a.m.
------------------	---------------------------------------	-------------------------------

NAGASAKI, Kobe & Yokohama.	Nikko Maru Capt. R. Takeda T. 9,500	TUESDAY, 30th June, at 5 p.m.
----------------------------	---	-------------------------------

SHANGHAI, Moji and Kobe.	Kirin Maru Capt. Nukamura T. 12,000	THURSDAY, 18th June.
--------------------------	---	----------------------

KOBE & Yokohama. Cargos only.
Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commoning from 1st June, ending 31st Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class.....	\$135	\$123	\$108	\$95
2nd class.....	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.
For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
SHANGHAI.....	Luchow	18th June at 4 p.m.
SHANGHAI & TSINGTAU.....	Chenan	20th June at night
MANILA, CEBU & LOILO.....	Taming	23rd June at 4 p.m.
SHANGHAI.....	Shaohsing	23rd June at 4 p.m.
HOIHOW & HAIPHONG.....	Kaifong	24th June at 10 a.m.
MANILA, CEBU & LOILO.....	Teian	30th June at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN," and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinua," "Taming," and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."
SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45; Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 17th June, 1914.

Agents

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Mogilev 6,200 R.T., Commander Kahian, is expected to arrive here on Monday evening the 15th June, 1914.
The S.S. Koursk 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 17th day of July, 1914.

Outward Bound.

(Vladivostok via Nagasaki.)

The S.S. Kiev 5,566 R.T., Commander Stotzky, is expected to arrive here about the beginning of July, 1914.

For Freight, Passage and further particulars, apply to

Capt. LUKHMANOFF, Agent.

Hotel Marlborough, 3rd Floor, Room 12a & 14.

Hongkong, June 14, 1914.

Tel. No. 1111

Shipping

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Rubi	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo.	SAT, 20th June, 4 p.m.
Zafiro	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo.	WED, 1st July, 4 p.m.

Electric light and fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage, apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS

Hongkong, 13th June, 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected about	For	Will leave on or about
Tijpanas	SHAI	1st half June	JAVA	1st half June
Tijlajap	JAVA	1st half June	JAPAN	1st half June
Tijbodas	JAPAN	1st half June	JAVA	2nd half June
Tijmah	JAPAN	2nd half June	JAVA	2nd half June
Tijmanoeck	SHAI	2nd half June	JAVA	2nd half June
Tijlwoong	JAVA	1st half July	JAPAN	1st half July
Tijaroem	JAVA	1st half July	SHAI	1st half July
Tijhni	JAVA	2nd half July	SHAI	2nd half July

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building

40

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong.
Nippon Maru	11,000 - 18 knots	Tues., 23rd June.
Shinyo Maru	22,000 - 21 knots	Tues., 14th July.
Chiyo Maru	22,000 - 21 knots	Tues., 4th August.
Tenyo Maru	22,000 - 21 knots	Thurs., 27th August.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10; Return (6 months) £120.

First Class to New York.....£50.

"San Francisco £45.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES.

ROUND THE WORLD TICKETS issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, LIMA, and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Eastern	4th July.	10th July, 10 a.m.
Aldenhay	1st Aug.	31st July, "
Empire		28th Aug., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-Soath China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Hailan	J. W. Evans	FRIDAY, 19th June at 11 a.m.
Haiyang	A. E. Hodgins	TUESDAY, 23rd June at 11 a.m.
Hailching	W. C. Passmore	FRIDAY, 26th June at 11 a.m.

FOR SWATOW.

Haimun..... A. H. Stewart... WED., 17th June at 11 a.m.
Haimun..... A. H. Stewart... SUNDAY, 21st June at 10 a.m.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20% on the full Fares.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, LaPralk & Co.,

General Managers.

29

LOG BOOK

The Goldmouth.

The work on the oil steamer Goldmouth, which lost her rudder and stern post in the Red Sea in February last and came on to Singapore under a jury rudder, is practically completed. She has been in the King's Dock, Keppel Harbour, since her arrival and has had a new stern frame and rudder fitted.

Light-Vessel Adrift.

A telegram has been received by the shipping authorities in Singapore from those in Port Swettenham concerning a matter of vital interest to all ships' masters who have to negotiate the Straits of Malacca. The wire is to the effect that a tongkang, painted red, which has lately been doing duty as a light-vessel at Pulo Pintu Gedong has parted from her moorings. She was last seen not far from One Fathom Bank up the Straits and all vessels are warned to keep a sharp look out.

The Japan-Calcutta Rate War. In order to extend the competition with the British India Steamship Co. on the Calcutta run, the Nippon Yusen Kaisha has now decided to increase the bottoms on the service from July. It is reported that the Kichirin Maru, of the 4,000 ton type, now engaged in the service, will be replaced by the Kawachi Maru, 6,000 tons. When this change is effected all N.Y.K. ships on the service will, with the exception of the Caylon Maru, 5,000 tons, be of 6,000 tons type.

Crossing the Solent.

At a meeting of the Isle of Wight Chamber of Commerce at Newport the Solent Tunnel project was discussed, the president, Colonel Hobart, moving a resolution to the effect that it would be better policy to advocate a train ferry from Stokes Bay to Ryde or across the Solent. He said that the train ferry between the United States and Canada had proved a success, also that from Copenhagen to Stockholm. He saw no reason why by similar means they should not have a train from Waterloo running right through to Freshwater. Mr. Leonard Jordan seconded, and remarked that by means of a train ferry passengers could get all the advantages of the sea breezes in fine weather, whilst in bad weather they could remain inside the carriage without any disturbance of their travelling requirements. Mr. E. Parker argued that this proposal was side-tracking the Solent Tunnel project, which had gone a long way toward completion. The bill provided for a larger sum than was originally spoken of, because it was intended to cover some large works on the mainland. The resolution moved by Colonel Hobart in favour of a train ferry was ultimately adopted. Several members abstained from voting.

Improving Port Swettenham. Great improvements have been going on for the last eight months in connection with the F.M.S. railways at Port Swettenham, and into these the use of reinforced concrete has largely entered. Six large godowns for the storage of rubber, now being erected along the sea front, are being built on foundations of reinforced concrete, and the last of these foundations was successfully finished last week. It is interesting to learn that in the foundations, there are no less than 872 reinforced concrete piles, in groups of four, each pile being driven 41 feet into the ground. The design is on the Kahn system and to make the piles, 1,200 cubic yards of concrete and 250 tons of reinforcement were used. Owing to there being no previous record of the bearing capacity of piles in the ground at Port Swettenham, tests were made by selecting groups of four piles and subjeeting them to a load of twice what they would ultimately require to bear due to the weight of the buildings. All the tests were entirely satisfactory, the load being on for 80 days without the slightest sign of any settlement. The contractors for this work were United Engineers, Limited, and they are to be commended for their enterprise in the reinforced concrete line.

Oysters, Fresh, Fried or Stewed
Finlon Haddock, Kippers &c.
ALEXANDRA CAPE.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, WEDNESDAY JUNE 17, 1914

TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

THE POLO MATCH.

A DESPERATE TUSSELE.

[Routen's Service To "The Telegraph."]

London, Received June 17.
Reuter's correspondent at Meadowbrook states that in the second of the matches for the International Polo Challenge Cup (the result of which appears on Page 1), each side scored five goals, but the Americans incurred more penalties than their opponents.

The Englishmen led for seven periods, and the Americans led for the first time at the opening of the eighth, when play was most desperate. The game was an exceedingly fast one.

SHIPPING STRIKE.

London, Received June 17.
A general strike of marine engineers on tramp steamers began at English ports yesterday, the men demanding an increase in wages. They ask for an increase of 40% per month for senior and 30% per month for junior engineers.

It is feared that the strike will develop into a complete stoppage of all cargo shipping, and it is expected that 700 ships will be laid up to-day, involving cessation of work in the Welsh and other coalfields.

HORSE-JUMPING SUCCESS.

London, Received June 17.
Captain Eke (Russia) has won the Jumping Competition at the Horse Show after a tie with two Englishmen and two Frenchmen.

THE FLIGHT OF PARIS.

London, Received June 17.
The subterranean which have occurred in Paris streets are due to the shallowness of the underground railways which are in process of extension.

The Press prints angry comments, declaring that Paris is seated on a volcano.

HOME RULE.

London, Received June 17.
Sir Edward Carson, interviewed, stated that the only communication he had received was a letter from Mr. Asquith before Whit Sunday, asking him to supply a map showing the position of the different parties in Ulster.

MR. ROOSEVELT'S TRAVELS.

London, Received June 17.
Ex-President Roosevelt has lectured before the Royal Geographical Society, in the presence of a distinguished audience. He described his adventures, on his recent expedition, with vampires, fishes and bats, and said a river he discovered had been roughly located but not accurately surveyed.

Mr. C. R. Hooper.

Mr. C. R. Hooper, newly admitted a partner in the firm of Messrs Johnson, Stokes and Master, arrived in the Colony to-day. Mr. Hooper is, we understand, an old Cliftonian and an International Rugby footballer.

BANK DE L'INDO CHINE.

Opening of New Premises in Shanghai.

The new premises of the Bank de l'Indo Chine in Shanghai, which have been in course of construction for some months past, have been completed and were formally opened on June 13. The building is a striking addition to the architecture of the Bund, and its appearance forebodes (remarks the *N. C. Daily News*) further building improvements which will eventually bring about the complete transformation of the Bund frontage into one of an entirely modern character.

The main entrance to the bank is in the centre of the building, with manager's and sub-manager's rooms on either side of the entrance hall. The banking hall covers an area of 65 ft., with a waiting room connecting with the manager's room and banking hall. In the rear of the banking hall are the treasury, which is built in reinforced concrete, main staircase to residential flats on the first and second floors, comptroller room, and lavatory. The staff's offices with servants' quarters overhead, are arranged in a separate block at the rear of the bank building.

The first and second floors are arranged as residential flats, two on each floor, while a light area 42 ft. by 17 ft. runs up the centre of building, to give light to the banking hall and flats. The light area stops at the ceiling level of the banking hall and is covered in by a glass dome thus allowing the hall ample light.

A public space 51 ft. by 22 ft. is directly opposite the main entrance, while a handsome counter in teak-wood runs all round this space. There are six columns in the banking hall supporting the walls of upper floors; these columns are treated in the Ionic style with teak-wood paces, a portion of the shafts being fluted in teak-wood. Pilasters also in Ionic style are arranged on the walls on each side of the banking hall between each window. The whole of the ceiling is connected up by beams, with architraves, friezes and cornices, running over the columns and pilasters, thus forming a series of panels. The cornices have enriched modillion blocks, while the members of the cornices are also enriched. All the joinery work is handsomely carried out in teak-wood throughout the building. The first and second floors are teak-wood parquet, while the ground floor is teak-wood blocks.

The ground floor level of the bank is 4 ft. above the pavement level, and marble steps are used to reach the ground floor level.

The roof is flat, reached by the main staircase being continued. The foundations are composed of a concrete reinforced raft 2 ft. 6 in. thick extending over the whole of the site of the building. The exterior of the building is designed in the Renaissance style of architecture, the Band elevation, and the sides of the building, for a distance of 23 ft., being in Sino-Chinese granite, while the remainder of the side elevations, and also the back elevation are in artificial stone.

The ground floor storey is rusticated up to the first floor line. The windows have quadrant-shaped piers, and semi-circular heads, surmounted by nicely carved keystones.

OIL REVOLUTION.

To manufacture first-class petrol in Great Britain at a cost of 14d. a gallon is the remarkable intention of a company calling itself British Isles Oil Producers, Limited, which has given a private view of demonstration plant erected at Chiswick.

Works are to be established at Ballycastle on the north-east coast of Ireland, capable of producing 8,000 gallons of petrol a day, and it is believed that the first supplies will be placed on the market in twelve months' time. As it costs nearly 14d. a gallon merely to transport petrol from foreign oil fields to this country, while even benzole cannot be manufactured at much less than 5d. a gallon, it will be seen that the promoters contemplate nothing short of a revolution in the industry.

The three-halves a gallon home-made petrol is said to be at least equal in quality to the finest product of the Russian or American fields.

MR. BALFOUR ON THE MOTHER TONGUE.

Mr. Balfour, having presided at the summer meeting of the English Association, occupied the chair at the annual dinner held at the Cafe Monico.

In reply to the toast, Mr. Balfour said he could not help feeling that there would be a feeling of a plethora of autobiography if every student of his mother-tongue were compelled, as part of his education, to give a narrative of his life, and he was not sure that even patriotism, whether American or British, would not sink under the load of histories—detailed histories—of the respective communities to which we belonged written by students of our language.

It might be—as had been said—that French was an easier language to write in than English. He did not know about that. All he did know was that English was abominably difficult. (Laughter.) He also knew that, if French boys were instructed in the use of their own mother tongue their lot was a very different one from English boys, as English boys were when he was a boy. He never was taught anything about his mother tongue. He never was taught its grammar, vocabulary, or its style. All that was left to nature, and many such regard and affection for good British writers as intelligent teachers could suggest.

A heavy Platz band runs all round the first floor level. The ends of the Band elevation are in rusticated granite, while the centre portion has two Tsingtau polished granite pilasters, and two polished three-quarter Tsingtau granite columns between the windows. The columns and pilasters extend for two storeys to the main cornice. The Tsingtau granite columns and pilasters have carved caps in Ionic style, and are also the main architrave, frieze, and modillion block cornice.

The centre windows of the first floor Band elevation, have detached columns, entablature and cornice in Doric style with a small balustrade forming a balcony, while the two end windows are in Ionic style. All the first floor windows have circular pediments. The second floor centre windows are in Doric style, while the two end windows have moulded architraves.

The main architrave has the name of the Bank cut in it and gilded over.

There is a balustrade to a flat roof, while at each side there are copings with carved swags and shields.

TWENTY YEARS OF CRICKET.

Striking Contrasts of Style.

When I first began to play county cricket in 1894 C. B. Fry was captain of the Oxford XI, W. G. Grace, though forty-six years of age, was playing in Test Matches and continued to do so until 1899, and K. S. Ranjitsinhji had just left Cambridge and was not yet qualified for Sussex. A. E. Stoddart, W. W. Read, Shrewsbury, and W. Gunn were in their prime, F. S. Jackson had been brilliantly successful for England v. Australia in the previous season, and Richardson and Lockwood of Surrey were a wonderful pair of fast bowlers. Another bowler of the last school was Mold, of Lancashire, and the slow left handed type had worthy representatives in Peel of Yorkshire, and Briggs of Lancashire.

In the early Nineties. In that season S. M. J. Woods and F. S. Jackson bowled unchanged in Gloucestershire v. Players at Lords, and among the promising "colts" were A. C. MacLaren, Tom Hayward, J. T. Brown, and J. R. Mason, while G. L. Jessop, whose first season it was for Gloucestershire, was described by "Wisden" as "displaying considerable natural aptitude for the game." Of the men who were playing in 1894 and who figured in their county elevens in 1913 only H. K. Foster, W. G. Grace, Santall, Hayward, J. Douglas, J. T. Hearne, J. R. Mason, Hirst, A. O. Jones, G. L. Jessop, and W. Mead remain, besides myself. The "google" was unheard of then, and bowling was practically unknown, Lawlin and Walter Wright being its only exponents so far as I can recollect.

My first appearance in a first-class match was for M.C.C. v. Oxford, at Oxford, when I made 0, clean bowled, and 18 lb.w., and caught C. B. Fry at short leg off Mead. I can recollect the ball which bowled me even now. It turned from the off on a slow wicket and I played forward only to hear the fatal crash. To-day I would never dream of playing forward to a similar ball, and believe I could play it back easily, but I may be throwing bouquets at myself, as the Americans say!

W. G.'s Record. My first Middlesex match was v. Somerset at Taunton, and my scores were modest enough, only 6 and 4, but Middlesex won by 19 runs after a thrilling fight. A. J. Webbe, captain, A. E. Stoddart, Sir T. O. O'Brien, and G. MacGregor were the great names in the Middlesex eleven, and I was delighted when any of them spoke to me. I thought them all heroes! Of that side only J. T. Hearne and myself are still to be found doing duty, the one with twenty years' service to his credit.

In the following season 1895, W. G. scored a thousand runs in May, and finished up with an aggregate of 2,346 and an average of 51—and Ranjitsinhji, now qualified for Sussex, was in great form. But to go through each season in detail would be impossible in the course of a single article, and would probably be somewhat wearisome to my readers; I shall, therefore, confine myself to a general survey and comparison of cricket and cricketers in the twenty years between 1894-1913.

Sticky Wicket Play.

Looking back at all the splendid names which come to mind during my experience of twenty years, one is apt at first sight to think that there are no giants quite like the giants of one's youthful days, but a calmer reflection and a careful perusal of form leads one to the conclusion that there are as good fish in the sea to-day as ever came out of it. Of one thing I am certain, and

GAMBLING IN A WORKHOUSE.

Severe disciplinary measures have been taken by the master of the Birmingham Workhouse to stop betting among the inmates. Several of them have been placed on bread and water diet.

On Chester-Cup day two of the inmates of the old men's invalid ward announced their willingness to accept bets, and a number of the inmates laid odds in various amounts, ranging from 1d. to 1s. The bets were accepted on the basis of the latest odds in the newspapers. The proceedings had to be carried on with the greatest secrecy.

After the race there was considerable excitement in the house, several inmates having won. At the time arranged for paying over the money the two "book-makers" were not to be found, and a deputation was sent in search of them.

In their tour of the wards they encountered the doctor, who reported the facts to the master. An investigation followed, and it was found that the "book-makers" had in their possession or concealed on a beam in the ward about a sovereign in silver and coppers. The chief offenders were placed on a diet of bread and water for two days. Others taking part in the gambling have been deprived of their allowance of tobacco, and they will not be permitted their day out for the present.

that is that it is harder to make runs in first-class cricket to-day than it was twelve or fifteen years ago, for the reason that the bowling is more varied and that captaincy has improved. There were, as I have said, very few real swervers when I first began, and the google was undreamt of.

Now one has to face "swervers," "inswingers," and "googlies" and left-arm bowlers keeping a length on the leg stump with seven fielders on the leg side, while a great deal more thought and attention, generally speaking, are paid to the tactics of the game, and the catching is more reliable than it was. About the years 1899, 1900, 1901, far too many catches were dropped, as Alfred Shaw in his book points out, in county cricket, though this criticism does not refer to an England eleven, A. C. MacLaren's side which went out to Australia in 1901-2, for example, being a magnificent fielding side, but to first-class cricket as a whole. Between 1898 and 1902 there was a good deal of marl used in the preparation of wickets, and this made run-getting easier than it is to-day, and one of the wisest of the many wise things the M.C.C. have done was the circular which discouraged the use of what may be called artificial means in the making of a pitch. Nowadays one never comes across a wicket such as the Oval and Leyton used at one time to be.

General Improvement.

The cutting of to-day on hard true wickets is no better than it was, and is probably less attractive to look at, the swinging away ball having made certain off-side strokes rather dangerous but on wet and sticky wickets batsmen as a general rule are superior to what they were. The great players of the Nineties—Grace, Stoddart, Shrewsbury, and many others—played just as well on sticky wickets as the greatest of their successors, but the general level of sticky wicket play has improved.

This I attribute to the influence of Ranjitsinhji, who drove home the fact that when the ball is turning back play is safer than forward play. Of course one occasionally comes across a really difficult wicket on which two left-handed bowlers like Blythe and Tarrant are almost unplayable,

PROMOTION OF MIDSHIPMEN.

By way of giving the smart boys a chance steps have been taken to quicken the promotion of midshipmen. An Admiralty order gives promising middies the option of now taking their examination in seamanship four months earlier than the scheduled time. This order comes into operation next September. Middies who take advantage of it and pass will be promoted to acting sub-lieutenants at once, and allowed to sit for their other "subs." examinations in the usual course. If they fail they will lose nothing by it, as they can then sit again at the usual time. Accelerating promotion in this way is a very good thing as far as it goes. But when will the Admiralty do something to relieve the block in the lieutenant's list? As matters now stand a great many officers can get no further than lieutenant commander, which is a purely honorary rank, because the number of higher positions is so limited. This is not wholly a question of ability, for if every lieutenant were a "five firsts" man only a certain number would still be able to reach commander and above. If the Admiralty recognised the name of lieutenant commander as a promotion by giving extra pay with it that would help matters somewhat.

but I do not think I am guilty of an exaggeration in maintaining that the science of sticky wicket play is better understood than it was.

Wicket-keeping to-day is as splendid as ever, but it cannot be said to be better than it was, when one thinks of such men as G. MacGregor, Lilley, Storer, and others, but as I have said, the general level of fielding seems to me higher, there being less toleration shown to the indifferent or lazy fieldman.

Our Best Bowlers.

With regard to bowling one may fairly claim that Barnes has never had a superior and very, very few equals. He is the best bowler on all wickets I have met in my career, having very good quality, spin, a break both ways, flight, and accuracy of length. Moreover, he brings the ball down from a great height. There is no Lockwood or Richardson just now, and the former on his day was the greatest fast bowler of my time, and, probably, of any time. He had a very quick break back, made the ball get up nastily, and could send down a very well disguised slow ball.

Richardson was far more consistent than Lockwood, and many wonderful feats stand to his credit. He was a greater bowler day in and day out than Lockwood, being infinitely more consistent, but he did not have that puzzling slow ball in his armoury. He was a fine figure of a man, and his break back was terrific, and few men have bowled a better yorker. Fast bowling has its chief representative to-day in Hitch, who is really fast and has made great improvement recently, obtaining more command over his length.

Some Great Bowlers.

Many people maintain that there is no left-handed bowler so good as Peel or Rhodes were, but by my own opinion is that Blythe is as great a bowler as either of the famous Yorkshiremen. He is a master of flight, and has a great knowledge of the game, and how to bowl to various styles of players. On a sticky wicket he is extraordinarily difficult. Among medium to fast medium bowlers Booth ranks very high. I consider him a most able bowler.

RESCUE AT SEA.

A fisherman of Kagami-ura, Hiroshima prefecture, Japan, named Sakutaro, his son, the latter's wife, and two men, while out fishing off Nagasu, Buzan, were caught in a typhoon on June 3. While making for the land the boat capsized. The men managed to struggle out from the boat, but the woman remained imprisoned inside. They had been in the water for about four hours when about one o'clock the British steamer *Mineria*, of the Dodwell Line, happened in sight. As soon as she sighted the distressed fishermen the vessel was brought alongside and the men were got safely on board the steamer, the rescuers running considerable risks in picking them up.

When the fishermen informed the *Mineria* people that a woman was imprisoned under the boat, Mr. E. J. Hales, Chief Officer of the steamer, volunteered to go to her rescue. Though the sea was running high, a boat was successfully lowered in which Mr. Hales reached the capsized boat. Climbing up on the keel, the officer set about cutting a hole in the hull with an axe to release the imprisoned woman. In the meantime, Mr. Hales' boat was carried away, but he fearlessly proceeded with his work. After about half an hour's strenuous labour he made a hole big enough to drag the woman through. When he got her out, she was almost in a state of collapse. The *Mineria* lowered another boat and picked them up. The shipwrecked people were handed over to the police on the steamer's arrival at Moji.

The above incident was related to a representative of the *Japan Chronicle* by the Japanese pilot who took the *Mineria* from Kobe to Moji. He warmly eulogized the courage and resource shown by the British officer.

Slower than Booth is Albert Reil, with his immoderate length and swerve both ways. D. W. Carr and J. W. Hearne represent the English googlie school, and on his day and in his hour I believe the latter to be our greatest exponent of this particular style. He spins the ball tremendously, and comes off the pitch at an amazing pace. B. J. T. Bosanquet was, as all the world knows, the inventor of the "off-breaking leg-break," and he taught it to R. S. Schwarz, who taught it to the South Africans, who, in A. E. Vogler and G. A. Faulkner, produced the two best googlie bowlers the world has yet seen, though H. V. Horden, the Australian, is a close rival.

England's Strength.

Of the fast left-handed swinger K. R. Foster in Australia in 1911-12, and in the English summer of 1911 was the best I have ever seen of his methods.

On the whole, in considering England's strength things could hardly be better at the present moment. We won the rubber in Australia in 1911-12; we came out first in the Triangular, and we have since defeated South Africa quite easily. In Hobbs we have the best bat in the world at the present time—one worthy of comparison with any of the giants of the past—and in Barnes, beyond all question, the best bowler. A further encouraging fact is that we have so many men who, while still young have reached the top of the tree—J. W. Hearne, Woolley, and Mead, for instance; and I believe that at the present time we could put an eleven into the field not unworthy of comparison with the great England elevens of 1896 and 1902.—P. F. Warner in the *Globe*.

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Akerity	Despatch-boat	1,700	12	2,000	Comdr. A. Coolurano	Cruising
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Brantley	Gunboat	710	2	900	Lt.-Com. V. R. Brandon	Hongkong
Britomart	Gunboat	710	2	900	Lt.-Com. W. H. Darwell	Yangtze
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Chorub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
Cholmer	T. B. Destroyer	500	—	7,550	Lt.-Com. E. T. England	Hongkong
Clio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Peking
Hampshire	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
Jel	Torpedo boat destroyer	616	4	1,200	Lt.-Com. G. A. Mullock	Hongkong
Kinsha	River gunboat	—	—	—	Lt.-Com. H. Marryatt	Yangtze
Kennett	Torpedo-boat destroyer	—	—	—	Lt.-Com. Buddam Whetham	Hongkong
Morlin	Surveying ship	1,010	—	—	Lt.-Com. C. J. J. Gibson	Labuan
Minotaur	1st class cruiser	14,600	—	27,000	Capt. E. B. Kiddle	Weihaiwei
Nepon	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Nitro	Torpedo-boat destroyer	590	—	7,500	R. W. Wilkinson	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depot ship for submarines	980	—	1,400	Lt.-Comdr. Cromie	Canton
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo boat destroyer	350	6	3,000	Gunner W. H. Ryder	Hongkong
Teal	River gunboat	180	2	800	Lt.-Com. Guy Stopford	Yangtze
Thistle	Gunboat	710	2	900	Lt.-Com. H. R. N. Cotrell	Dormer Swatow
Triumph	Receiving Ship	11,915	—	12,500	Capt. P. Streetfield	Hongkong
Umar	Torpedo-boat destroyer	590	—	7,500	Comdr. Anstruther	Weihaiwei
Vik	Torpedo-boat destroyer	355	6	6,300	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Virago	Torpedo-boat destroyer	590	—	7,500	Com. Seymour	Weihaiwei
Walden	Torpedo-boat destroyer	360	6	5,900	Lt.-Com. R. Neville	Weihaiwei
Whiting	Gunboat	195	2	800	Lt.-Comdr. J. C. Borrett	Yangtze
Widgeon	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Com. Pope	Hongkong
C. 36	—	—	—	—	Lt.-Com. McGillivie	Hongkong
C. 37	—	—	—	—	Lt.-Com. J. Gimes	Hongkong
C. 38	—	—	—	—	Lt.-Com. Handley	West River
T.B. 035	—	—	—	—	Lt.-Com. T. Barton	Hongkong
T.B. 036	—	—	—	—	Lt.-Com. Nicol	West River
T.B. 037	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong
T.B. 038	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Admiral Jerram, K.O.B., O.V.O., O.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

French.						
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kiloier	Armoured cruiser	9,700	12	19,600	Capt. Gourts	Hongkong
Decede	Gunboat	645	10	1,000	Lieut. Vandier	Saigon
Argus	River gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jervillier	Canton
Peiho	Gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagres	Gunboat	—	—	—	Lieut. Dupuy Duteemps	Tongku
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station						
Lynx	Submarine	—	—	—	Lieut. Bolnix	Saigon
Protee	Submarine	—	—	—	—	Saigon
Styx	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronda	Destroyer	350	7	303	Lieut. Auillat	Saigon
d'Iberville	Destroyer	130	7	300	Capt. de Frigate Rouisen	Hongkong
Pistolet	Destroyer	307	6	300	Comdr. de Marquessac	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying-ship	1,625	10	9,000	Com. Voisin	Saigon
* Flagship of Commodore Boucicaut, Commanding the local defence Indo-China.						
German.						
Emden	Cruiser	3,400	22	13,500	Capt. v. Muller	Tsingtau
Gneisenau	Armoured cruiser	11,800	36	26,000	Captain Brueninghaus	Tsingtau
Itis	Gunboat	900	12	1,300	Comdr. Sachse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Hau	Tsingtau
Lucho	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonburg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Frie	Yangtze
Scharnhorst	Flagship	11,000	36	26,000	Capt. F. Scholtz	Tsingtau
S. 9	Torpedo-boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Obit. z. S. v. Mauberge	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Bocker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	500	Obit. z. S. Dressler	Yangtze
Portuguese.						
Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Mucio	Gunboat	—	—	—	Capt. Martins	Macao
Patric	Gunboat	700	—	—	Capt. Luiz A. de Magalhães Correa M	Macao

UNITED STATES VESSELS.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	—	—	—	—	Ensign J. R. Mann	—
A-6	—	—	—	—	Ensign H. L. Rahel Daffer	—
A-7	—	—	—	—	Ensign R. L. Wood	—
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. O. S. Keller	—
Callao	Gunboat	243	8	250	Ensign W. L. Book	Canton
Chauncey	Torpedo-boat destroyer	420	7	8,000	Lt. J. O. Jennings	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Lt. V. K. Colman	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Lt. E. Darr	—
Elcano	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,392	8	1,988	Com. G. R. Marshall	Shanghai
Mohican	Station ship	1,900	6	1,100	Lieut. V. R. Lowe	Cavite
Monadnock	Monitor	3,990	6	3,600	Lt. Y. Borschach	Olongap
Monterey	Monitor	4,084	4	6,277	—	—
Panama	Gunboat	243	8	—	Ensign P. J. Peyton	Cavite
Piscataqua	Sea going tug	854	2	1,600	—	—
Pompey	Repair ship	3,085	—	—	—	—
Samar	River boat	—	—	—	Lt.-Com. U. W. —	—
Wilmington	Cruiser	—	—	—	—	—
Saratoga	Flagship	—	—	—	—	—
Salveston	Rainbow Cruiser	—	—	—	—	—

MARKET PRICES.

Hongkong June 11, 1914.

BUTCHER MEAT.

Item	Unit	Price
Beef Sirloin & Prime Cut, — Mei Lung Pa	lb.	12
" Corned, — Nam Ngau Yuk	lb.	20
" Roast, — Shiu	lb.	18
" Breast, — Ngau Lam	lb.	18
" Soup, — Tong Yuk	lb.	18
" Steak, — Ngau Yik Pa	lb.	22
" do, — Sirloin Ngau Lau	lb.	35
" Sausages, — Ngau Ching	lb.	20
Ballock's Brains, — Know	per set	12
" Tongue fresh, — Ngau Li	each	60
" Corned, — Ham Ngau Li	each	60
" Head, — Ngau Tau	each	\$1.20
" Heart, — Ngau Sun	each	14
" Hump, Salt, — Ngau Kin	each	24
" Feet, — Ngau Kaski	each	12
" Kidneys, — Ngau Yiu	each	12
" Tail, — Ngau Mei	each	22
" Liver, — Ngau Kon	each	14
" Tripe (undressed), — Ngau To	each	7
Calves' Head & Feet, — Ngau-chai-tau-kark	set	\$1
Mutton Chop, — Young Pai Kwat	lb.	25
" Leg, — Young Poi	lb.	25
" Shoulder, — Young Shau	lb.	24
Pigs Chittlings, — Chu Chong	lb.	27
" Brains, — Chu Know	per set	2
" Feet, — Chu Kark	lb.	12
" Fry, — Chu Chok	lb.	3
" Head, — Chu Tau	each	17
" Heart, — Chu Sum	each	10
" Kidneys, — Chu Yiu	pair	8
" Liver, — Chu Oon	lb.	24
Pork Chop, — Chu Pai Kwat	lb.	23
" Corned, — Ham Chu Yuk	lb.	27
" Leg, — Chu Pa	lb.	27
" Fat or Lard, — Chu Yau	lb.	65
Sheep Head and Feet, — Young Tau Kark	set	7
" Heart, — Young Sum	each	7
" Kidneys, — Young Yiu	lb.	10
" Liver, — Young Oon	lb.	25
Sucking Pigs, To Order, — Chu Cha	lb.	22
Suet, Beef, — Sang Ngau Yau	lb.	18
" Mutton, — Sang Young Yau	lb.	19
" Veal, — Ngau Chai Yuk	lb.	24
" Sausages, — Ngau Chai Ching	lb.	20

肉食

牛

猪肉

牛肉

牛腩

牛柳

牛腰

牛心

牛肝

牛肚

牛蹄

牛尾

牛骨

牛头

牛脑

牛肺

牛脾

牛胃

牛胆

牛肾

牛膀

牛尾

牛头

牛脑

牛肺

牛脾

牛胃

牛胆

牛肾

牛膀

牛尾

牛头

牛脑

牛肺

牛脾

牛胃

牛胆

牛肾

牛膀

牛尾

牛头

牛脑

牛肺

牛脾

牛胃

牛胆

牛肾

牛膀

牛尾

牛头

牛脑

牛肺

牛脾

牛胃

牛胆

牛肾

牛膀

牛尾

牛头

牛脑

牛肺

牛脾

牛胃

牛胆

牛肾

牛膀

牛尾

牛头

牛脑

牛肺

牛脾

牛胃

牛胆

牛肾

牛膀

牛尾

牛头

牛脑

牛肺

牛脾

牛胃

牛胆

牛肾

牛膀

牛尾

牛头

牛脑

牛肺

牛脾

牛胃

牛胆

牛肾

牛膀

牛尾

牛头

牛脑

牛肺

牛脾

牛胃

牛胆

牛肾

牛膀

牛尾

牛头

牛脑

牛肺

牛脾

牛胃

牛胆

牛肾

牛膀

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration).

For	Steamship	On
SHANGHAI & Kobe	Kwong Sang	Thurs, 18th June at 4 light
MANILA	Loong Sang	Sat., 20th June at 2 p.m.
S'PORE, Pang & Ceuta	Yalshing	Sat., 20th June at 2 p.m.
T'SIN via W'wei	Cheong Hing	Sun., 21st June at 2 light
Kobe & Yokohama	Kumsang	Tues., 23rd June at noon
S'PORE, Pang & Ceuta	Namsang	Thurs., 25th June at 2 p.m.
MANILA	Yuensang	Sat., 27th June at 2 p.m.

Return Tours to Japan.

The steamers "Kumsang," "Namsang" and "Lalsang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Line occupied 20 days. This service is supported by the "Fooksang," "Kumsang," "Lovat," "Yalshing" and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Passengers have superior accommodation for first class.

Passengers and are fitted throughout with Electric Light.

† Taking cargo on Through Bills of Lading to Yangtze

Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.

† Taking cargo on Through Bills of Lading to Kudat, Lahad

Datu, Singapore, Tawau, Ulu, Jesselton and Labuan.

For Freight or Passage, Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service—Hoveford.

For	Steamers	Date of Sailing
LONDON & ANTWERP	Radnorshire	8th July.

Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA, VVER, STLE, Monmouthshire 2nd July.

VICTORIA, VVER, STLE, Den of Ailie 10th Aug.

TACOMA & P'LAND, Den of Ailie 10th Aug.

TACOMA & P'LAND, Den of Ailie 10th Aug.

Cargo accepted through Bills of Lading to all ports in Europe

and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched at regular intervals taking

Passengers and cargo at current rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

HIPBUILDERS, VALVES & REPAIRERS, BOILERMAKERS,

FORGEWORKERS, BRASS & IRON FOUNDERS, CON-

STRUCTIONAL ELECTRICAL & MECHANICAL

ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,

Engines, Boilers, Railway Rolling Stock, Bridges, and all Class of

Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 ton-

displacement, providing conditions for painting ships with most

efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-

HEAD CRANES throughout the Shop, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains Wire Ropes,

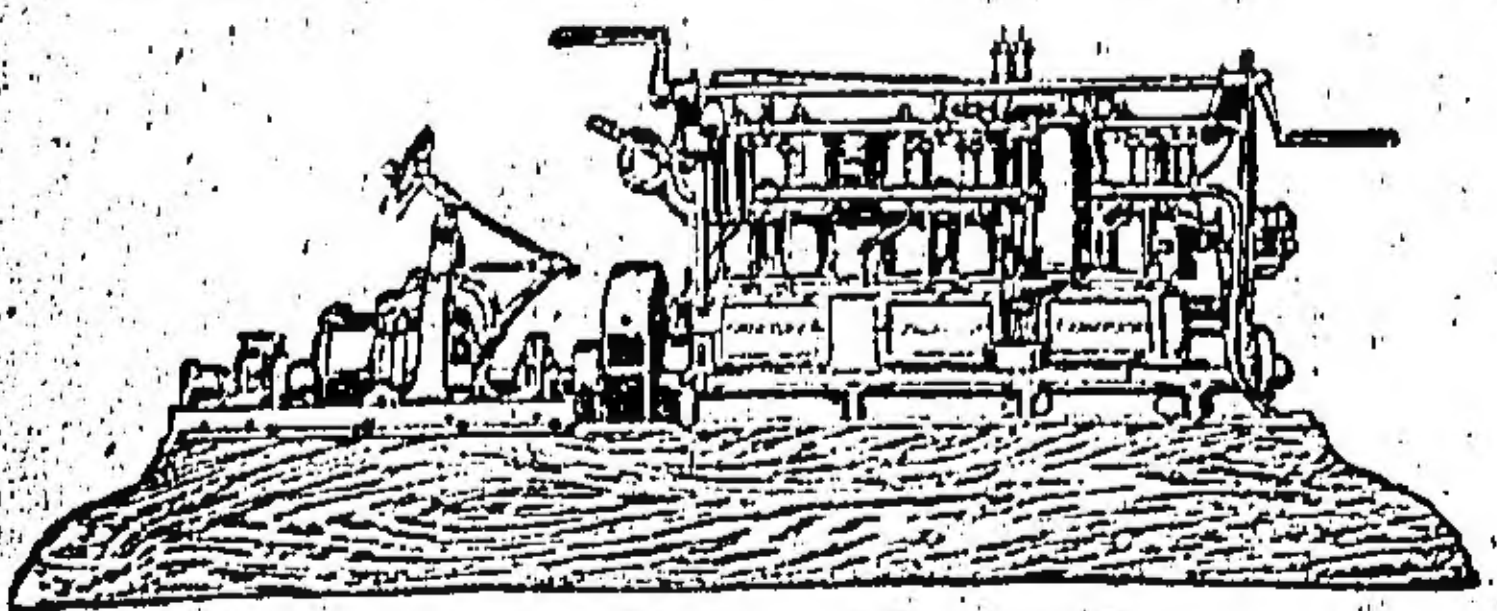
Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 H.P.

As supplied to the British Admiralty & War Office.



C.B. type Motor and Reverse Gear.

B.H.P. 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN

BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE

RAFTS OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR

VEHICLES, etc.

Dockyard Manager, Mr. J. REIL, can be seen between the hours of

11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address: "TAIKOODOCK,"

TELEPHONE No. 211

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be De-
Havre, R'dam, H'burg & Antwerp	Wuertberg	H. A. L.	19, June
London, via Uval Port of Call	Delta	P. & O.	20, June
Hamburg & Antwerp &c.	Saedmark	H. A. L.	24, June
London & A'wero via S'pore etc.	Nellere	P. & O.	24, June
N'los, G'oa, A'rs, L'bon S'ton, &c.	Goeben	M. & Co.	24, June
Marseilles via Saigon, S'pore,	V. Clotat	M. M.	30, June
Colombo, Port Said	Helgoland	M. & Co.	30, June
Marseilles, Rotterdam etc.	Borkum	M. & Co.	30, June
T'te, Fiume V'ce, via S'pore etc.	Altair	M. Co.	30, June
M'les, Havre, Emden & H'burg	Sezovia	H. A. L.	4, July
R'dam, Hamburg & Antwerp &c.	Goldenfels	H. A. L.	13, July
Trieste, Venice via Straits, etc.	Africa	S. W. Co.	15, June
Havre Bremen & Hamburg	Proussen	H. A. L.	19, July
R'dam & H'burg	Emden	H. A. L.	20, July
Havre, Emden & Hamburg	Silezia	H. A. L.	29, July
Havre & Hamburg &c.	M'komannia	H. A. L.	5, Aug.
Dunkirk & Hamburg	Friska	H. A. L.	10, Aug.

NEW YORK, SAN FRANCISCO AND CANADA.

Victoria, B.C., & T'm via Japan &c.	Mexico M.	O. S. K.	24, June
Vancouver, via S'hai, Japan etc.	E. of Japan	C. P. R.	25, June
New York	Montrose	D. & Co.	26, June
San F'co via K'lung, S'hai & Japan	Mongolia	P. M. Co.	26, June
Vancouver via S'hai, Japan etc.	Montague	C. P. R.	1, July
Victoria, Vancouver, Seattle,	Monmouth-		
Tacoma & Portland	shire	J. M. Co.	2, July
Via, B.O., T'm via K'lung, Japan	Chicago M.	O. S. K.	9, July
San F'co via Manila & Japan &c.	Persia	P. M. Co.	11, July
Little via Nagasaki &c.	Minnesota	N. Y. K.	14, Aug.
Victoria, V'wer, S'tle & P. (Or.)	Andalusia	H. A. L.	2, Aug.
Victoria, V'wer, S'tle & P. (Or.)	Sithonia	H. A. L.	9, Sept.

AUSTRALIA.

Australia	St. Albans	G. L. Co.	19, June
Australian Ports via Manila	Tango M.	N. Y. K.	1, July
Australian Ports via Manila	Taiyuan	B. & S.	7, July
Australia	Eastern	G. L. Co.	10, July
Australian Ports via Manila	P. Sigismund	M. Co.	11, July

SINGAPORE, COAST PORTS AND JAPAN

Shanghai, Kobe and Yokohama	Silesia	H. A. L.	18, June
Kobe and Yokohama	Iyo M.	N. Y. K.	18, June
Shanghai, Moji and Kobe	Kumsang	J. M. Co.	18, June
Shanghai	Himalaya	P. & O.	18, June
Kobe and Yokohama	Kirin M.	N. Y. K.	18, June
Shanghai and Tsingtau	Kwong Sang	J. M. Co.	18, June
Shanghai	Luchow	B. & S.	18, June
Shanghai, Moji, Kobe & Y'hama	Nagoya	P. & O.	18, June
Swatow, Amoy and Foochow	Haitan	D. L. Co.	18, June
Manila, Mangarin, Cebu & Iloilo	Rubi	S. T. Co.	20, June
Singapore, Penang and Calcutta	Yalshing	J. M. Co.	20, June
Shanghai & Tsingtau	Chonan	B. & S.	20, June
Shanghai, Kobe and Yokohama	Silesia	H. A. L.	20, June
Tamsui via Swatow and Amoy	Daijin M.	O. S. K.	21, June
Tientsin via Weihaiwei	Cheongshing	J. M. Co.	21, June
S'pore, Batavia, Cheribon, etc.	Riojun M.	D. & Co.	22, June
Bombay via Singapore, Colombo	Rangoon M.	O. S. K.	22, June
Kobe	P. Sigismund	M. Co.	23, June
Manila, Cebu & Iloilo	Faming	D. L. Co.	23, June
Swatow, Amoy and Foochow	Sosho Maru	O. S. K.	24, June
Anping, Takao via S'ow & Amoy	Kaifong	B. & S.	24, June
Huichow and Haiphong	Jinsen M.	N. Y. K.	25, June
Shanghai, Moji & Kobe	Kleist	M. & Co.	25, June
S'hai, Tsingtau, Kobe & Y'hama	Namsang	J. M. Co.	25, June
Singapore, Penang and Calcutta	Yuensang	J. M. Co.	25, June
Manila	Atlantique	M. & Co.	25, June
Shanghai, Kobe & Y'hama	Nikko M.	N. Y. K.	26, June
Nagasaki, Kobe and Yokohama	Koerber	S. W. Co.	1, July
Shanghai	China	S. W. Co.	2, July
Kobe via Shanghai, Yokohama	Silesia	S. W. Co.	2, July
Shanghai, Kobe & Yokohama	C. P. Laidis	H. A. L.	3, July
S'hai, Y'hama, Kobe and Moji	Nippon	S. E. A. Co.	4, July
Bombay via S'pore etc.	Java M.	O. S. K.	6, July
Moji, Kobe and Yokohama	Hokuto M.	D. & Co.	10, July
Jessellton, Kudit and Sandakan	Borneo	M. Co.	12, July
Shanghai, Kobe and Yokohama	Senegambia	H. A. L.	17, July
Shanghai, Kobe and Yokohama	Scandia	H. A. L.	17, July
S'hai, Moji, Kobe & Yokkaichi	Kawachi M.	N. Y. K.	23, July
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	14, Aug.
Batavia, Cheribon, Samarang, &c.	Tijlbas	J.O.J. L.	Q. desp.
Japan	Tijlbas	J.O.J. L.	Q. desp.
Shanghai	Tijlbas	J.O.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tijlbas	J.O.J. L.	Q. desp.
Shanghai	Tijlbas	J.O.J. L.	Q. desp.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessel.
Pakhoi	Hue
Batavia	Timahi
Calcutta	Japan
Shanghai	Luchow
Saigon	Lyeemoon

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF INDIA left Yokohama on the 8th inst. between 2 and 4 p.m.

The C. P. R. s.s. MONTEAGLE left Kobe on June 10, at night, and was due to arrive at Taku on June 15, at 8 a.m.

The C. P. R. s.s. EMPRESS OF RUSSIA left Vancouver on June 14, a.m.

The C. P. R. s.s. EMPRESS OF ASIA left Nagasaki on June 15, at noon, and was due to arrive at Kobe on June 16, at 1 p.m.

The C. P. R. s.s. EMPRESS OF JAPAN left Shanghai on June 16, at 2 p.m., and is due to arrive at Hongkong on June 19, at 7 a.m.

AUSTRALIAN MAIL.

The E. & A. s.s. ALDENHAM left Sydney for this port (via Queensland Ports & Manila) on 10th inst., and may be expected to arrive here on or about 14th July.

The A. O. Line s.s. TAIYUAN left Sydney for Hongkong via Queensland Ports, Port Darwin, Mambouga & Manila on the 11th inst., and may be expected to arrive here on or about 2nd July.

GERMAN MAIL.

The I. G. M. s.s. KLEIST carrying the German Mails with dates from Berlin of the 27th of May, left Colombo on the 13th of June, and may be expected here on or about the 24th of June.

The I. G. M. s.s. PRINZ LUDWIG which left here on the 11th inst., arrived at Singapore on the 15th inst. 6 p.m.

MERCHANT STEAMERS.

The N. Y. K. s.s. HIRANO MARU (European Line) left London for this port via ports of the 2nd May, and is expected here on the 30th June.

The s.s. GLENFARG passed the Suez Canal on the 5th inst. for Hongkong via Straits.

The I. C. S. N. s.s. KUMSANG from Calcutta due at Hongkong on the 20th inst.

The I. C. S. N. s.s. LOVAT from Calcutta is due at Hongkong on the 26th inst.

The I. C. S. N. s.s. GRUSANG from Bangkok is due at Hongkong on the 19th inst.

The I. C. S. N. s.s. YUSANG from Weihaiwei is due at Hongkong on the 19th inst.

The I. C. S. N. s.s. OHYANG from Shanghai is due at Hongkong on the 19th inst.

The I. C. S. N. s.s. NAMSANG from Moji is due at Hongkong on the 20th inst.

The S. L. s.s. RADNORSHIRE from Portland is due at Hongkong on the 23rd inst.

The S. L. s.s. MONMOUTHSHIRE from London is due at Hongkong on the 26th inst.

The S. L. s.s. DEN OF AIRLIE from London is due at Hongkong on the 1st August.

The H. A. L. s.s. SILESIA left Singapore on the 18th inst., and may be expected here on or about the 19th inst., p.m.

The I. & O. s.s. NILE is expected to arrive at Colombo on the 24th inst., at noon.

The s.s. TORILLA sailed from Calcutta on the 14th inst., and may be expected here on or about the 30th inst.

VESSELS IN PORT.

Steamers.

Seang Bee, B. s.s. 3,000 J. Trevis, 6th inst.—Singapore, 2nd inst., Gen.—Chinese.

Pedonabure, Ger. s.s. 1,313, O. Casewich, 7th inst.—Bangkok, 3rd inst., Gen.—B. & S.

Kwangshah, Chinese 1,338, Sangster, 11th inst.—Shanghai, 7th inst., Gen.—C. M. N. S. Co.

Lyeemoon, Cor. s.s. 1,238, At-hayon, 12th inst.—Saigon, 9th inst., Gen.—Chinese.

Mongolia, Am. s.s. 8,750, Emory Rice, 12th inst.—San Francisco, 14th ult., Gen.—P. M. S. Co.

Nippon Maru, Jap. s.s. 3,432, A. G. Stevens, 11th inst.—San Francisco, 14th ult., Gen.—T. K. K.

Childar, Norw. 1,102, H. Nielsen, 12th inst.—Bangkok, 11th inst., Rice—T. & Co.

Pakish, Ger. s.s. 1,017, T. Hanzel, 13th inst.—Bangkok, 6th inst., Rice & Wood—M. & Co.

Gomini, Br. s.s. 1,353, Jones, 13th inst.—Bangkok, 6th inst., Rice—A. Buns.

Kumsang, Br. s.s. 4,895, Bradley, 15th inst.—Calcutta, 9th inst., Gen.—J. M. & Co.

Mexico Maru, Jap. s.s. 3,760, N. Kobayashi, 13th inst.—Shanghai, 10th inst., Gen.—O. S. K.

Rajah, Ger. s.s. 1,275, J. V. Bruhn, 14th inst.—Sandakan, 9th inst., Gen.—M. & Co.

Takada, Br. s.s. 4,223, O. M. Robins, 13th inst.—Singapore, 8th inst., Gen.—D. S. & Co.

Bonlarig, Br. s.s. 2,510, M. Hastio, 16th inst.—Moji, 10th inst., Coal—U. L. & Co.

Donbighiro, Br. s.s. 2,489, E. Tibbits, 16th inst.—Shanghai, 12th inst., Gen.—J. M. & Co.

Fukin Maru, Jap. s.s. Moynock, 16th inst.—Moji, 9th inst., Coal—M. B. K.

Haimun, Br. s.s. 641, J. W. Evans, 16th inst.—Swatow, 15th inst., Gen.—D. L. & Co.

Iyo Maru, Jap. s.s. 3,018, S. Hirao, 16th inst.—Singapore, 12th inst., Gen.—N. Y. K.

Loong Sang, Br. s.s. 1,095, G. W. W. Leask, 16th inst.—Manila, 13th inst., Gen.—J. M. & Co.

Mario, Ger. s.s. 1,166, J. Daviasen, 16th inst.—Manila, 13th ult., Gen.—C. L. & Co.

St. Albans, Br. s.s. 2,539, E. B. S. Balkie, 15th inst.—Kobe, 10th inst., Gen.—G. L. & Co.

A German Boxing Champion.

The success at the Ring in London last month of Otto Flint, German light-heavy-weight champion, over "Lightning" Griffiths, a Cardiff negro heavy-weight, has given much satisfaction in Berlin sporting circles. Flint is the first German to fight on British soil. It is looking rather far ahead, but it is not difficult to conceive that the time will surely come when Germany will breed a race of boxers. Boxing is terribly handicapped by police regulations in Germany. It is still looked upon as something merely brutal, like bull-fighting. The Crown Prince and other Hohenzollern scions are ardent boxers, and are trying to popularise the sport in the army, but public exhibitions can only be held under great difficulties, and the sport has not a tenth the chance of developing that it enjoys elsewhere. Its Pioneer in Germany is an Englishman, Mr. Joe Edwards.

TIDE TABLE.

15th June, to 21st June, 1914.

Time of Week.	Day of Month.	High Water Hanging Moon.	Water Glean Glean.	Height.	Low Water Tide.	Time of Tide.	Time of Tide.
Mon.	13	4	30	4.4	m	7	11 4.0
Tues.	16	5	0	4.2	m	9	10 11.0
Wed.	17	3	28	1.6	t	10	10 2.0
Thurs.	18	5	33	4.9	m	11	27 3.5
Fri.	19	6	10	4.1	t	14	40 5.6
Sat.	20	7	24	3.0	t	15	44 7.4
Sun.	21	8	35	3.0	m	0	1 1.0
		9	59	0.5	m	1	1 1.5
		0	52	3.7	t	2	42 11.3

Public Auction.

GEO. P. LAMMERT,
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on Monday & Tuesday the 22nd & 23rd June 1914 commencing each day at 2.30 p.m. at No. 16 Humphreys Building, Cornwall Avenue, Kowloon:

The Whole of the Valuable Furniture, Blackwood-Ware & Chinese Curios contained therein.

comprising—
HANDSOMELY CARVED BLACKWOOD SIDEBOARD, DINNER WAGGONS, ROUND DINING TABLE & CHAIRS, SILVER CABINET, BOOK CASE, PORCELAIN INLAID SCREEN, HATSTAND, PEGS-TALS, FLOWER STANDS, & TEA TABLES etc. etc.

SILVER CANTEN SET (French), FISH KNIVES & FORKS, FRUIT KNIVES, TEA SET, 5 SALVERS, PUNCH BOWL, KETTLE, CANDELABRA & VASES, etc. etc.

VERY HANDSOME VENETIAN GLASS, BACCARAT TABLE, GLASS-WARE, CUT-GLASS BOWLS & DECANTERS, etc. etc.

FINE PERSIAN RUGS, VERY FINE JAPANESE SILK EMBROIDERED PICTURES, (gold medal Tokyo exhibition), HANGINGS, CUSHION COVERS, WATER COLOURS, etc.

STAINED TEAK BEDROOM SUITE, DOUBLE BRASS BEDSTEAD, BOX COUCH, LADY'S WRITING DESK, TEA & OCCASIONAL TABLES, SMOKE CURTAINS, HANDSOME ELECTRIC FITTINGS & FANS, PLUSH & SILK UPHOLSTERED EASY CHAIRS, JAPANESE CHERRYWOOD CARD TABLE, etc. etc.

VICTOR CABINET GRAMOPHONE with records by Caruso and other well known artists.

Collage Piano by Hooff Steel fire proof safe

A Collection of Antique Chinese Curios and Bronzes from Ming to Tchowong.

Comprising—
5-COLOURED, BLUE AND WHITE VASES, PLATES & BOWLS, IMPERIAL CHINA SANG-DE-BLEU VASES, IVORY & JADE ORNAMENTS, JADE & GLASS SNUFF BOTTLES, MING BRONZES & ENAMEL, etc. etc.

1 French Enamel Medallion "Satyr and Nymph"

On view on Saturday, the 20th. and Sunday 21st. June 1914.

Catalogues will be issued. Terms—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Don't forget after the Show Supper and Light Refreshments ALEXANDRA CAFE. (Open till Midnight)



"The tonic effect of Sanatogen on me is simply wonderful!"

In these words Mr. Arnold Bennett—the famous novelist and playwright—gives vivid expression to what everyone feels after taking Sanatogen.

Why not experience that feeling yourself? Why not let Sanatogen produce on you that "wonderful tonic effect" which makes people so grateful and so enthusiastic about Sanatogen?

They know that Sanatogen is a genuine tonic which really does what is claimed for it—that it does actually strengthen the nerves and restore vigour and elasticity—that it builds up reserve strength, helps digestion and assimilation, and produces a most beneficial effect upon every organ of the body.

There is no doubt that Sanatogen will have these truly wonderful effects on you. And there is no better time for taking Sanatogen than now, when the enervating weather makes a tonic almost indispensable.

Sanatogen

The True Invigorator.

Be guided by the experience of the multitudes of Europeans in the East who have testified to the value of Sanatogen, and who depend on it to keep them healthy and vigorous through this trying season of the year.

Remember that your principal defence against fevers, gout, rheumatism, sciatica, etc., is to raise your vital powers to the highest possible pitch and increase the germ-destroying elements of your blood, for which purpose there is nothing so effective as a course of Sanatogen. Begin taking it to-day.

Splendid for your Health—especially for your Nerves.

You will be surprised at the remarkable improvement which Sanatogen will produce in your general health. And you will be most surprised at its strengthening, exhilarating effect on your nervous system. Instead of feeling tired and listless, gloomy and irritable, you will go through the day with calm, cheerful energy, and you will do things with real zest.

Why let another day pass with your nerves depressed and your vitality lowered? Why not go now to the nearest Chemist and buy a bottle of Sanatogen? When you have done so, your only regret will be that you did not try Sanatogen before. (For a Free Descriptive Booklet, send a post-card, mentioning this paper, to A. Whiting & Co., 6, Kiuksiang Road, Shanghai.)

The Hon. Mr. Justice Cassar, Judge of the High Court, Calcutta, writes: "I have been taking Sanatogen on and off for the past three years and find it very beneficial. Many people I know take Sanatogen and appreciate it."

Dr. Gilbert Parker, the popular Novelist, writes: "I have used Sanatogen with extraordinary benefit. It is a true food tonic, feeding the nerves, increasing the energy, and giving fresh vigour to body and mind."

Dr. Max Pemberton, the well-known Novelist, writes: "I have been taking Sanatogen since the beginning of the year and would not be without it under any circumstances whatever."

To Sail

AMERICAN AND ORIENTAL LINE.

(Andrew Weir & Co.'s steamers)

HE Steamship

"MINERIC."

Capt. J. C. Hall, will be despatched from Hongkong on the 17th June for

BOSTON & NEW YORK.

For freight and further particulars, apply to—

The Bank Line Ltd., Agents.

Hongkong, 26th May, 1914.

To Sail

Regular Steamship Service

Proposed Sailing from Hongkong

For NEW YORK.

"MONTROSE" (about the 26th June)

For Freight and further information apply to

DODWELL & CO., LTD

Agents.

Hongkong June 4th, 1914.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watrins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SILL AT ORDINARY SPRING TIDES	RISE OF TIDE SPRINGS	DEATH
KOWLOON					
No. 1 Dock, Kowloon	300	85' top bottom	30'	7' 6"
No. 2 Dock, Kowloon	371	74'	18' 6"	7' 6"
No. 3 Dock, Kowloon	254	49' 3"	12'	7' 6"
Patent Slip, No. 1 Kowloon	280	60'	12'	7' 6"
TAI-KOK-TSUI					
Cosmopolitan Dock	400	85'	30'	7' 6"
ABERDEEN					
Horse Dock	410	81'	30'	7'
Lamont Dock	312	64'	18'	7'

Please Address Enquiries to the Chief Manager,

R. M. DYER B.Sc., M.I.N., Kowloon Dock, Hongkong.

Entertainments.

VICTORIA THEATRE.

9.15 To-night 9.15

Another mighty "Cines Company"

Triumph

"BETWEEN MEN AND BEASTS"

A THRILLING NOVEL OF ADVENTURES: 5,000 FEET.

The Society Film Dance

"THE TANGO"

WILL ALSO BE SHOWN.

BIJOU SCENIC THEATRE.

3 NIGHTS ONLY 3

Commencing Wednesday 17th June.

The sensational drama.

"THE EXPERT'S SECRET" Long h 3,000 feet.

Also

"ON THE ROAD TO THE ALPS"

"WIFFLES THE MASKED MARKSMAN"

"PATHE'S BRITISH & INTERNATIONAL GAZETTE"

The World's Latest News.

Will be screened on Saturday 20th June

The Powerful Society drama.

"SOLD FOR A TITLE" 4 Parts - 6,000 Feet.

Consignees.

TOYO KISEN KAISHA.

From SAN FRANCISCO via HONOLULU, JAPAN PORTS and SHANGHAI.

s.s. "NIPPON MARU."

The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on the 13th June at noon will be landed at Consignees' risk and in the expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown, and all goods remaining undelivered on the 18th June, at 5 p.m. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or in the Godown and examination of same to be held on 20th June at 10 a.m.

All Claims must be filed on or before 25th June, otherwise they will not be recognised.

S. MURIMOTO, Agent.

Hongkong, 11th June 1914. [596]

NOTICE TO CONSIGNEES

From CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"TAKADA"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 1 p.m. on 17th inst. will be landed at consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.

Agents.

Hongkong, 15th June, 1914. [597]

Consignees

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG & SINGAPORE.

THE Company's Steamship

"HOPSANG."

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 13th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:—

JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 11th June, 1914. [594]

THE AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

s.s. "ROYAL PRINCE"

From NEW YORK.

Consignees of cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 15th of June at 2.30 p.m.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th of June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th June, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ARNHOLD KARBURG & Co., Agents.

Hongkong, 8th June, 1914. [598]

Notice

DO YOU OWN A GRAMOPHONE?

IF SO, YOU KNOW WHAT YOU HAVE TO PAY FOR RECORDS AND WILL APPRECIATE THE OPPORTUNITY OF BUYING AT LOW PRICES. WE HAVE JUST ISSUED A SPECIAL LIST. SEND IN FOR ONE!

ROBINSON'S

BREWER & CO.

Pedder Street, (Adjoining Hongkong Hotel Main Entrance)
Telephone No. 696.

KEMPE'S ENGINEERS YEAR BOOK 1914.....\$11.50	THE LIFE OF HENRY LABOUCHERE, by Algar Labouchere Thorold \$13.50
A CLASSICAL DICTIONARY OF HINDU MYTHOLOGY, RELIGION ETC., by John Dowson.....6.00	THE ARGENTINE IN THE TWENTIETH CENTURY, by Martinez & Lewandowski 7.50
THE LIFE OR LEGEND OF CAUDAMA, THE BUDDHA OF THE BURMESE, by H. R. H. Digaadot.....6.00	THE THREAD OF LIFE, by King of Spain.....7.50
EVERYMAN HIS OWN MEGANIO, by John Barnard.....2.75	MEXICO & HER PEOPLE OF TO-DAY, by Nevill O. Winter.....6.50
CLOCK REPAIRING AND MAKING, by F. J. Jarrard.....3.50	LATIN AMERICA: ITS RISE AND PROGRESS, by F. Garcia Calderon, with a Preface by Raymond Foiscaire.....7.5
SCREW CUTTING FOR ENGINEERS, by Ernest Hill.....2.00	
THE MODERN FAMILY DOCTOR, A Guide to Perfect Health, 700 Double Column Pages.....2.75	

Consignees

NORDDEUTSCHER LLOYD,

BREMEN.

FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DURENDART."

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 21st of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th of June, at 9.30 a.m.

All claims must reach us before the 27th of June, 1914, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MATHESON & CO., General Agents.

Hongkong, 15th June, 1914. [601]

NOTICE TO CONSIGNEES.

Form YOKOHAMA, KOBE AND MOJI

THE Steamship

"JAPAN."

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 15th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON & CO., LTD.

Hongkong, 15th June, 1914. [602]

Consignees

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship

"BENLAVERS."

From LEITH, MIDDLESBRO

LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 29th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th June, 1914. [599]

INDO CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG and SINGAPORE.

THE Company's Steamship

"KUTSANG"

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 15th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:—

JARDINE, MATHESON & CO., LTD.

Hongkong, 15th June, 1914. [598]

Commercial.

Mines. During the month all mining operations have been suspended, and we have been engaged in retimbering the shaft above the 340 ft. level. That section between the 240 ft. and the 140 ft. levels was in a very rotten state and has been entirely replaced by best selected chengia timber. Other shorter sections have also been thoroughly repaired and there is now no cause whatever for anxiety concerning the state of this shaft.

Anderson. The main drive north has been continued 20 ft. making a total of 358 ft. the lode being narrow and poor. We have been rising to the wize sunk below the 260 ft. and are gradually letting down the water. The south end has been driven 10 ft. making 260 ft. altogether; the lode is about a foot wide and has a little gold.

The drive north has been continued 10 ft. making a total of 187 ft. the lode being 55 ins. wide assaying 3.2 dwts. The airshaft sinking from the outcrop is now getting near this level, and during the month has been sunk 10 ft. making a total of 108 ft. the lode being 30 ins. wide and assaying 3.5 dwts. When the airshaft is holed a very good block of the lode will be available for stopping.

At the 80 ft. level we have driven north and south from the stop but the results have been disappointing.

Crosscuts for slope filling amount to 135 ft.

Slopes. Above the 260 ft. level there are two slopes working, the lode is 72 ins. wide and assaying 3.05 dwts.

Above the 80 ft. level there is one slope, the lode is 110 ins. wide and assaying 2.8 dwts.

Surface Works. During the month we have raised and treated 6,351 tons of surface ore, including 356 tons of quartz from the outcrops at Bt. Koman and the Eastern Lode.

General. The installation of the new Tangey Pumps at Bt. Mine will now be proceeded with. The pumps and Motors are being delivered. The heavy timber for the battery is being placed in position.

Milling Sheet for Four Weeks Ending May 23rd, 1914. Bt. Koman. 40 stamps ran 18.5 days, lost time 0.5 days made up by shortage of ore 4.9 days during the retimbering of Bt. Koman Main Shaft replacing broken camshaft 2.5 days, remainder to dressing plates, repairs, and renewals.

Stone crushed.
Bt. Koman 19 tons.
Anderson 1,490
East Lode 61
K. outcrop 295

1,865
Huntington Mill ran 24.6 days 3.4 days lost owing to altering railway, renewing ring die cleaning up, &c.

Surface ore crushed
Bt. Koman 767 tons.
Bt. Koman 739 "

1,506
Total tons crushed in Bt. Koman Mills 3,371.

	Amalgam.	Sponge.	Bullion.
Stamp Mill	1,221	400	456,587
Hunting Mill	427	192	189,000
Grit Mills	35	14	13,000

1,683 896 688,587
Bt. Malacca. 2 Huntington Mills ran 25.1 days, lost time 1.0 days due to renewing ring dies, and general repairs to pump, and mills.

Surface ore crushed 4,497 tons, all from Bt. Jellia, producing 753 oz. amalgam, 308 oz. sponge, and 361.7 oz. bullion.

Average yield per ton crushed Bt. Koman Mills 4.085 dwt.
Average value per ton crushed Bt. Koman Tailings 0.70 dwt.
Average yield per ton crushed Bt. Malacca Mills 1.608 dwt.

Tons crushed 7,808 tons.
Amalgam gathered 2,436 oz.
Smelted Gold 1,050,287 oz.
Average fineness 893.232
Yield per ton 2,069 dwts.
Frank Williams, Manager.

Freight.

Messrs. Wheelock and Co's (Shanghai) report for the fortnight ended June 11 states that exports have continued brisk and the finer teas have been moving to Europe in fairly large quantities; at the same time there have been numerous inquiries for tonnage for beans to the United Kingdom and Continental ports during the next few months. The attention of shippers is drawn to the fact that the rate on beans, pens and pulses for shipment to Europe on and after September 1 will be increased by 5/-, making it 25/- per ton of 20 cwt. from Shanghai and 30/- by direct loading steamer from Hankow. There is practically no change to report in the coasting trade during the past fortnight and there are no orders worth mentioning in the market; the liners are doing a small business from Newchwang, also Wuhu to Swatow but there is little else offering outside of that and coal-freights are conspicuous by their absence. The next cargo-beats on this berth are as follows:—Marseilles, London and Antwerp, Himechi Maru (June 13), Nellore (June 18) and Miyazaki Maru (June 26); Genoa, Marseilles and Liverpool, Ningschow (June 15); London, Amsterdam and Antwerp, Phenix (June 16); Havre, Rotterdam, etc., Warttemberg (June 14); Dunkirk and Antwerp, Himalaya (June 18); Marseilles, Rotterdam, etc., Heligoland (June 20); Hamburg and Antwerp, Sudmark (June 27); New York via Suez, Montpar (June 20) and Ladra (June 30).

Shippers of oils, tallow, hides and gullants have been notified by the Conference that the reduced rates of freight on these commodities now in force will remain so after July 31 on the following conditions:—Only such cargo for shipment after July 31 will be accepted at the reduced rates as is declared by shippers in writing to the Secretary, N. F. Conference of Dredgers & Co., Ltd., every Saturday when such cargo will be allowed to be shipped during the following three months from such date. In the event of the quantity of cargo declared not being shipped 25 per cent. of the freight on the amount short-shipped must be paid.

To Sail

THE "INDRA" LINE LTD.
FOR NEW YORK
(with liberty to call at Malabar Coast)

THE Steamship

"INDRA"
Capt. J. C. Alexander, will be dispatched as above on Tuesday, 7th July.

This steamer has excellent accommodation for a limited number of saloon passengers. For Freight & passage, apply to

JARDINE, MATHESON & CO., LTD.
Agents.
Telephone No. 215, Sub. Ex. No. 9.
Hongkong 11th June, 1914 [595]

Consignee

BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
THE Steamship

"SAINT EGBERT"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the Steamer must be presented to the Under-signed on or before the 7th prox., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 11 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., Ltd.
Agents.

Consignees

EAST ASIATIC COMPANY, LIMITED.
COPENHAGEN.

NOTICE TO CONSIGNEES.
THE Steamship

"ANNAM."
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless information is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd of June 1914, will be subject to rent.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on 22nd inst., at 9.30 a.m. All claims must reach us before the 29th of June, 1914, or they will not be recognized.

Bills of Lading will be countersigned by the undersigned:
MELCHERS & Co.,
Agents.
Hongkong 15th, June, 1914.

PACIFIC MAIL STEAMSHIP COMPANY.

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

S.S. "MONGOLIA"

The above mentioned vessel having arrived, consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery from the Company's godown at West Point, Cargo will be landed immediately at consignee's risk.

Cargo remaining undelivered on Monday, June 15th, 1914, at noon will be subject to landing charges and if undelivered Friday June 19th, 1914, at noon will be subject to both landing and storage.

No Fire Insurance whatever will be effected.
All chafed and otherwise damaged cargo will be examined at the above Company's godown Monday, June 15th, 1914, at 10 a.m.

No claim will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co. All claims must be filed on or before August 12th, 1914, otherwise they will not be recognized.
R. C. MORTON,
Agent.

Hongkong, 12th June, 1914 [597]

Public Companies

HONGKONG TRAMWAY CO., LIMITED.

NOTICE.
A military band will perform at North Point on Thursday, June 18th from 9.00 p.m. to 11.00 p.m. and also on subsequent Thursdays until further notice. By Order,
GENERAL MANAGER.

Hongkong, 19th March, 1908 [3]

Notices

NOTICE

REDUCTION IN PRICE OF GAS.

THE Hongkong and China Gas Company Ltd. begs to inform the public that on and from the 1st July next the price of Gas for all purposes—lighting, heating, cooking or power—will be REDUCED to \$2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.
By Order of the Directors,
GEORGE CURRY,
Local Secretary,
Hongkong, 21st May, 1914.

THE PEAK CLUB.

A Musical and Dramatic Entertainment will be held at the Peak Club on Saturday, June 27th.

Tickets, \$2.00 each for members and their guests, can be obtained from the Head Boy at the Club.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60 Wall Street, New York
London Office: 1, Lombard Street, E.C.4.
BRANCHES:—

Amoy
Canton
Cebu
Colon
Hankow
Hongkong
Kobe
Manila
Mexico
Peking
San Francisco
Shanghai
Tientsin
Yokohama
Capital and Surplus equal \$2,000,000

EVERY DESCRIPTION OF BANKING BUSINESS Transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4% per annum, or for shorter periods, at rates, which may be ascertained on application.
BILLS NEGOTIATED AND COLLECTED.
MAIL AND TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANKS' CIRCULAR LETTERS OF CREDIT are available all over the world.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE AND SALE OF Stocks on Shares effected.
TRAVELLERS CHECKS sold and cashed.
MANAGER.
Queen's Road, Hongkong
Hongkong, 1st Nov. 1912

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 18,900,000

Head Office.—YOKOHAMA.

Branches:—
Amoy, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Peking, San Francisco, Shanghai, Tientsin, Yokohama.
Agencies at:—
Amoy, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Peking, San Francisco, Shanghai, Tientsin, Yokohama.

Interest Allowed on Current Accounts.
Deposits received for fixed periods at rates to be ascertained on application.

EISHIONO, Manager.
Hongkong, 6th April, 1913. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.
Paid-up Capital £1,200,000
Reserve Fund £1,800,000
Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and **FIXED DEPOSITS** received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON,
Manager.
Hongkong, 11th April, 1912. [2]

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up \$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

The Office of **TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.**, Undertaken and Executed, **SHEWAN, TOMES & Co.** General Managers.
Hongkong, 19th March, 1908 [3]

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 A.M. to 8.00 A.M. Every 15 Min.
8.00 A.M. to 9.00 A.M. " 10 Min.
9.00 A.M. to 10.00 A.M. " 15 Min.
10.00 A.M. to 11.00 A.M. " 10 Min.
11.00 A.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 10 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 10 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 10 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 10 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 10 Min.
9.00 P.M. to 10.00 P.M. " 15 Min.
10.00 P.M. to 11.00 P.M. " 10 Min.
11.00 P.M. to 12.00 P.M. "

